

FLIGHT

The
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ENGINEER
&
AIRSHIPS

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"FLIGHT" PHOTOGRAPHS.

To those desirous of obtaining copies of "Flight" Photographs, these can be supplied, enlarged or otherwise, upon application to Photo. Department, 36, Great Queen Street, W.C.2

For Sizes and Prices, see Advert. on page xxviii.

DIARY OF FORTHCOMING EVENTS

Club Secretaries and others desirous of announcing the dates of important fixtures are invited to send particulars for inclusion in this list:—

1927

Oct. 6	.....	"Aviation." Mr. F. Handley Page, before R.Ae.S. and I.Ae.E.
Oct. 13	.....	"The Practical Side of Performance Testing of Aircraft." Sqdn.-Ldr. T. H. England, before R.Ae.S. and I.Ae.E.
Oct. 20	.....	Aero Golfing Soc. (Cellon Cup), Walton Heath.
Oct. 20	.....	"Safety Devices for Aircraft." Mr. M. L. Bramson, before R.Ae.S. and I.Ae.E.
Nov. 3	.....	Joint Meeting. "High Speed Compression Ignition Engine Research." Mr. H. B. Taylor, before R.Ae.S. and I.Ae.E.
Nov. 17	.....	"The use of the Wind Tunnel in the Prediction of Aeroplane Performance." Mr. R. K. Pierson, before R.Ae.S. and I.Ae.E.
Nov. 24	.....	"Modern Developments in Aircraft Instruments." Maj. C. J. Stewart, before R.Ae.S. and I.Ae.E.

EDITORIAL COMMENT.



FRENCH aeronautical journal asks the question "Who won the Schneider Race?" and proceeds to examine the subject, arriving at the conclusion that morally the Italians won it, because the Supermarine S.5 was similar to the Macchi M.52, which in turn was developed from the Macchi M.39, which in turn had been seen by the English before they designed the S.5. *Voilà!*

The Schneider Trophy Race

The Italian aviation journal *Aeronautica*, in its September, 1927, issue, published, in Italian and English, a rather long article under the title "Discutiamo di Priorita di Tipi" (A discussion on the priority of design), in which quotations from articles in *FLIGHT* are used to dispute our statement that "there can be no question of copying."

This rather clumsy attempt to infer that the Macchi M.39 influenced Mr. R. J. Mitchell in his design of the S.5 falls entirely flat for the reason that Mr. Mitchell had designed the S.5 several months before the Macchi M.39 appeared in America where it won the Schneider race in 1926. The point which our Italian contemporary appears to have missed is that the photograph of the Macchi M.39 which appeared in *FLIGHT* of November 18, 1926, was the first to be published in this country. When we saw it we were struck by the similarity between this machine and the S.5 which latter we had but recently then been permitted to see at the Supermarine Works. At the time Mr. Mitchell had never seen even a photograph of the Macchi M.39, and for our Italian contemporary's remarks to have any weight, it would have been necessary for Mr. Mitchell to have decided, on or about November 18, as soon as he saw the photograph of the M.39, to design the S.5 on similar lines! Otherwise, what could possibly have caused us to publish the remarks in our Editorial Comment of November 18, 1926, to which *Aeronautica* takes exception? The whole object of our Editorial Comment was to forestall any attempt at accusing Mr. Mitchell of copying, and to point out that he and Signor Castoldi had been designing the Supermarine S.5 and the Macchi M.39 simultaneously. We regret to see that the

excellent sporting spirit shown by the Italian pilots officers and officials at Venice does not appear to extend to the Italian aviation press, and that a fairly prominent aviation journal should have permitted itself to become the tool of those who would belittle British achievement. We refuse to believe that the views of *Aeronautica* are shared either by the Italian Government or the Italian nation.

If he were asked to define quite briefly who was the real winner of this year's Schneider Trophy Race, the cynic might reply, with a certain amount of truth, that the winner was a British gentleman whose initials are *£ s. d.* Not being cynics, we will say rather that the British victory was due, as pointed out by Air Vice-Marshal Scarlett (in command of the British Schneider Team) at Croydon on Saturday last, to the excellent team work.

Team work by the Supermarine and Gloster companies in the production of the machines; by Napier's in the production of the wonderful engines which by their high power and low weight made victory possible; by the Fairey Aviation Company, whose lengthy, costly and difficult research on metal propellers enabled amazingly high propeller efficiencies to be obtained in the two Supermarine machines; by the firms responsible for all the various equipment; by Vicker's, who produced the crankshaft and connecting rods which went into the Napier engines; by Firth's stainless steels used on the machines; by Booth's, who supplied the Duralumin which went into the excellent floats and into the fuselage of the winners; by the workmen who gave of their very best, not with personal gain in view but in order that Great Britain might score a victory; by every rigger and fitter who worked on the machines and engines. By everyone, in fact, who was in any way connected with the Schneider equipment, from the most exalted to the most humble. And finally, by the same team spirit, only condensed and concentrated, among the Service pilots, whose one aim and object in life for weeks before the race, and during the race itself, was a Royal Air Force victory, regardless of personal considerations, regardless of individual glory. As things turned out, Flight-Lieut. Webster won the race, and all honour to him. He flew a magnificent race and richly deserved his win. But had the fates decided that another machine should win, all the pilots, and no one more so than Webster himself, would have rejoiced just as much. That was the spirit, and that was what won the race. All other explanations are futile.

* * *

The Next Schneider Race

In view of the fact that the next Schneider Trophy Race will be held in this country, the question will naturally be asked, "Where will the race be held?" At the moment nothing definite is decided, but in aviation circles Cowes appears more or less to be taken for granted. The last Schneider Race held in this country took place at Cowes, and from the point of view of competitors there was relatively little to find fault with. Mr. S. E. Saunders, with his usual splendid sportsmanship, gave every assistance and facility in his power, and doubtless he would be willing to do so again. But conditions have rather changed since 1923, and the race is now attracting such general attention from the public that it has become necessary to give due attention to that side of the problem. At Venice the fact that all transport had perforce to be by water caused endless trouble

and expense, and if the next race be held at Cowes much the same trouble, in a lesser degree perhaps, will be encountered.

We gather that those in favour of Cowes as the base maintain that a leg of the course could and would be laid along the shore of the mainland, so that spectators could watch the race from Lee, Southsea, Hayling Island and along the coast to Selsey Bill (which was one of the turning points in the last race held in England). It is claimed that as the Schneider race is not a race in the sense that the first man past the post is necessarily the winner, there is little point in being at the starting and finishing line. While this is, doubtless, true, we are afraid that the general public will not view the matter in this light, and will desire to be present at Cowes itself. That will at once mean clumsy and slow water transport, while the hotel accommodation at Cowes is not such as to be capable of coping with many thousands.

Merely as a suggestion, might not Poole Harbour be an acceptable solution of the problem? It is not very large, certainly, but it is sheltered, and spectators could be transported to Poole by train, thus avoiding the water transport. Hangars would have to be erected for the accommodation of machines, but that will almost certainly have to be done wherever the race is held, outside Cowes. Tor Bay is another locality which seems to offer possibilities, being sheltered in the prevailing wind, and with the towns of Torquay, Paignton and Brixham on the three sides of the bay. The problem is not going to be an easy one to decide, but it is essential that a thorough investigation of various localities be commenced without delay.

* * *

The Flight to Africa

Single-handed, quietly, and without any "fuss" a British pilot has just accomplished a flight on a light aeroplane which, a few years' ago, would have attracted world-wide attention, but which now has passed almost unnoticed, owing to the very reliability of machine and engine, which resulted in an apparently uneventful journey with but a single forced landing, in which no damage was sustained. Leaving Stag Lane aerodrome on his "Moth" biplane on September 1, Lieut. Richard R. Bentley, of the South African Air Force, arrived in Cape Town on September 28, having covered the distance of more than 7,000 miles in less than a month. The flight was made entirely without that expensive organisation which has hitherto been regarded as a necessity for flights of this description. The only exception to this was that Lieut. Bentley naturally made sure that Shell petrol and Castrol oil would be available where he intended to land.

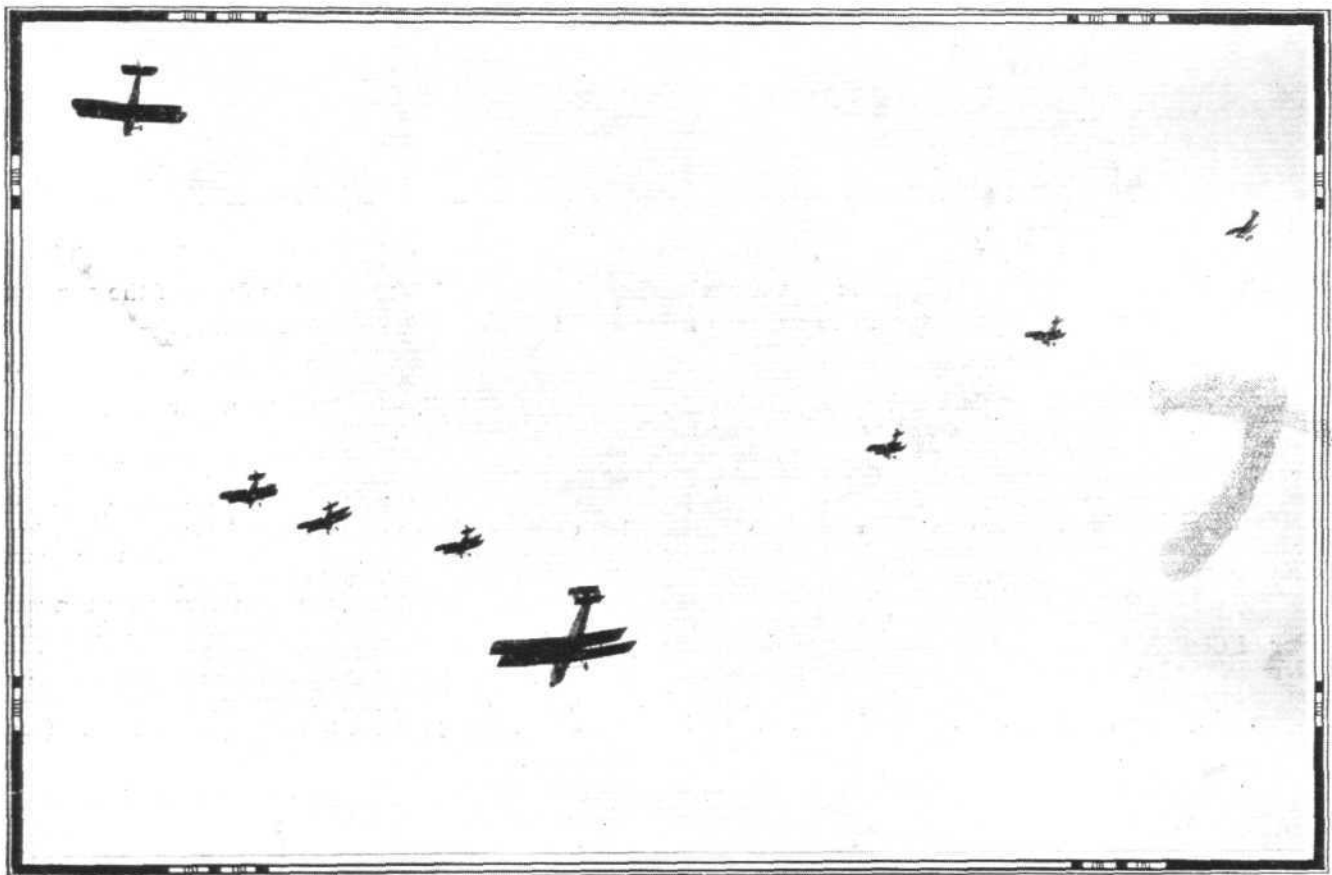
The de Havilland "Moth" and its "Cirrus II" engine were entirely standard production types, the only alteration in the machine being the removal of the passenger's seat and the substitution of a petrol tank of 25 galls. capacity, to enable the machine to cover longer stages without the necessity for refuelling.

It would be difficult to imagine anything more calculated to demonstrate the stage of reliability reached by a modern light aeroplane and its relatively low-powered engine than a flight such as this, and Lieut. Bentley, the South African Air Force to which he belongs, the de Havilland Company and A.D.C. Aircraft, Ltd., are to be congratulated upon a performance which must rank among the great flights of modern times.

A SOUTH-WESTERLY gale with low clouds, poor visibility, frequent showers, and very "bumpy" air, did their best to spoil the official welcome to the Schneider Team when it arrived at Croydon shortly after 2 p.m. on Saturday last, October 1. Arrangements had been made for accommodating at least 200,000 people, but owing to the rain and gale, only a few thousands braved the elements. A large police force, obviously with the Lindbergh affray in mind, had been collected on the aerodrome to prevent a repetition of the breaking through by the crowds, but actually they were not needed, and the police had little to do.

By 2 p.m., a number of distinguished officials and representatives of the Air Ministry, the Royal Aeronautical Society, the Royal Aero Club, the Air League of the British Empire,

belonged to Colonel Henderson, and that he was himself to pilot it. A good deal of trouble was experienced in getting the machine to the far side of the aerodrome for its take-off, the "train" overtaking the "bride." Moreover, every few yards, the engine would stop. However, ultimately the machine was placed facing the wind and the pilot "gave her the gun." At practically no ground speed, the machine got into the air, and then commenced a fight with the wind which one is not likely to forget in a hurry. The rate of climb of the machine appeared to be 1 ft. per minute, but the pilot, brave man, stuck to his task like a good 'un, and at last he got sufficient height to turn. The machine then continued to cruise around until the reception of the Schneider team was over, and fortunately the engine kept running.



["FLIGHT" Photograph

THE RETURN OF THE SCHNEIDER TEAM : The Armstrong-Whitworth "Argosy" of Imperial Airways, Ltd., arrives at Croydon aerodrome, escorted by six Gloster "Grebes" and a de Havilland 50. Considering the extremely gusty wind, the "Grebes" kept excellent formation.

and the Society of British Aircraft Constructors had assembled on the aerodrome, and sought shelter as best they might in the lee of hangars, office buildings, etc. One of the Belgian Handley Page machines, fitted with one Rolls-Royce "Eagle" and two Siddeley "Pumas" arrived from Brussels, and it was obvious that the air was extremely "bumpy," in addition to the wind being "of gale force at times," as the weather reports have it. We do not know how long O-BAHG has been in service, but it looked a veteran. This, however, did not in the least affect its flying, and its passengers did not appear much the worse for what must have been a very rough trip.

During the early afternoon, a very "emotioning" take-off lent some excitement to the proceedings. An ancient Avro, with a peculiar framework erected over the rear portion of its fuselage, was brought out. The object of this (which would certainly have passed the famous "thrush test") was made clear when assistants commenced to fasten two of the corners of a huge yellow banner to it. On the banner were inscribed the words "Bravo Webster," as well as the name of a DAILY NEWSPAPER. It was rumoured that the machine

Two de Havilland 50's took off shortly before 2 p.m. to go out to meet the Schneider team. They also were bumped about considerably, but weathered the storm very well indeed.

A few minutes after 2 o'clock a large machine could be dimly discerned in the distance, and presently some smaller dots could be seen which were evidently the escorts. Slowly drawing closer the squadron resolved itself into an Armstrong-Whitworth "Argosy," belonging to Imperial Airways, Ltd., escorted by six Gloster "Grebes" from No. 25 Squadron, and one D.H.50 (the other had evidently failed to locate the squadron). The escorts had a rough time of it in the "bumpy" air, and it was impossible not to admire the pluck and skill of the pilots who had to keep their place in the formation in spite of the weather and the fact that the "Argosy" was somewhat slow to be escorted by much faster machines.

After circling the aerodrome twice, the "Argosy" made a perfect landing, while the "Grebes" returned to their station. Taxying up towards the control tower, the "Argosy" came to a standstill, and the Schneider pilots began to emerge. Immediately a large number of officials and other distinguished personalities gathered around the machine, as well as about



[“ FLIGHT ” Photograph]

RETURN OF THE SCHNEIDER TEAM : The car with the pilots being driven along in front of the enclosures to enable the spectators to express their appreciation of the British victory.

50 press photographers bent on getting in each other's way, and the Schneider team was officially welcomed home by the Under-Secretary of State for Air, Sir Philip Sassoon, on behalf of the Air Ministry, the Secretary of State for Air, Sir Samuel Hoare, being prevented from being present as he was acting as Minister in Attendance on the King at Balmoral.

With Sir Philip Sassoon (who, incidentally had flown over from Lympne earlier in the afternoon, in a Fairey IIIF), in the official enclosure were Air Marshal Sir John Salmond, Air Vice-Marshal Brooke-Popham, Mr. C. Bertram, Deputy Director of Civil Aviation, Lord Thomson, Chairman of the Royal Aero Club, Mr. Hubert Scott Paine, of Imperial Airways, and representatives of the Royal Aeronautical Society, Royal Aero Club, Air League, and S.B.A.C. Councillor J. A. Leckie,

Mayor of Walsall, with Mr. Wm. Preston, M.P., for that borough, and Mr. P. Thomas, assistant town clerk, were also present to convey to Flight-Lieut. Webster the congratulations of his native town.

As soon as the official reception was over, the Schneider team were put into a waiting motor-car and were driven along in front of the enclosure, where the crowds made up in enthusiasm for what they lacked in numbers.

This task accomplished, the team were taken to a room in the office buildings of Imperial Airways, and here the team's C.O., Air Vice-Marshal Scarlett, said a few words concerning the race. He stressed the point that they had gone out as a team, they worked there as a team, they won the race as a team, and brought back the trophy as a team. (It may be



Return of the Schneider Team : The admonition paraded before the enclosures at Croydon proved rather superfluous, as the terrible weather had prevented more than a very small number of spectators from welcoming the winners home.

[“ FLIGHT ” Photograph]



["FLIGHT" Photograph]

RETURN OF THE SCHNEIDER TEAM : On their arrival at Croydon the pilots were officially welcomed by the Under-Secretary of State for Air, Sir Philip Sassoon, Air-Marshal Sir John Salmond, and a number of distinguished representatives of the Royal Aeronautical Society, Royal Aero Club, the Air League and the Society of British Aircraft Constructors. Our photograph shows, from left to right, Flight-Lieut. Kinkead, Sir Philip Sassoon, Flight-Lieut. Webster, the winner of the Schneider Race, Flight-Lieut. Worsley (who finished second in the race), Sir John Salmond, and Squadron-Leader Slatter.

recollected that in our Editorial Comment on September 22, we referred to this team spirit, and pointed out that in it lay a tremendous strength). He paid a very high tribute to the sportsmanship, courtesy and hospitality of the Italians, and expressed the hope that on the next occasion they (the Italians) might have better luck.

Asked whether this year the pilots had felt any ill-effects of cornering at high speed, Air Vice-Marshal Scarlett said that they had not. They suffered a little from exhaust gases, but a glass of milk and a little oxygen soon put them right again.

The English method of cornering had proved quicker than the Italian. He thought that in the near future a speed of 300 m.p.h. would certainly be attained.

The Schneider Trophy team, consisting of Air Vice-Marshal Scarlett, Squadron-Leader Slatter, Flight-Lieuts. Webster, Worsley and Kinkead, and Flying-Officer Schofield, then left the Croydon Air Port amid renewed cheering, on their way to the Royal Air Force Club, where brother officers waited to welcome and congratulate them. We gather that the welcome was worthy of the best traditions of the R.A.F.



THE SCHNEIDER TROPHY RACE

[OWING to a delay in the transport arrangements, the account of the Schneider Trophy Contest, written by our Special Correspondent at Venice, did not reach us in time for last week's issue of FLIGHT. Fortunately Maj. F. A. de V. Robertson, who was one of the British correspondents present at Venice, was able to fill the breach at the eleventh hour with the excellent story of the race that appeared in our last issue.]

Our correspondent's account is now to hand, and as it contains several additional items and details of interest, we publish his version below, which runs as follows.—Ed.]

The Race

Venice, 26.9.27

It is not without some degree of difficulty that one begins to write of the great victory, realising that by the time these notes are read the necessary time will have elapsed to give us a proper perspective upon the exciting happenings that we have witnessed over the Lido today. As one writes, the babble of many tongues proclaims the enormous interest which this year's race for the Schneider Trophy has aroused among the big crowd which was able to witness it. Expressions of congratulation, of joy, and of regret are heard on every hand, and there is no doubt that this year's race has proved to be the greatest of the whole series.

Greatest the strong wind and rough water of yesterday, it came as rather a surprise this morning to find that the weather had improved sufficiently to render the race possible, although conditions were hardly ideal. A somewhat overcast sky indicated a possibility of rain, but fortunately the really

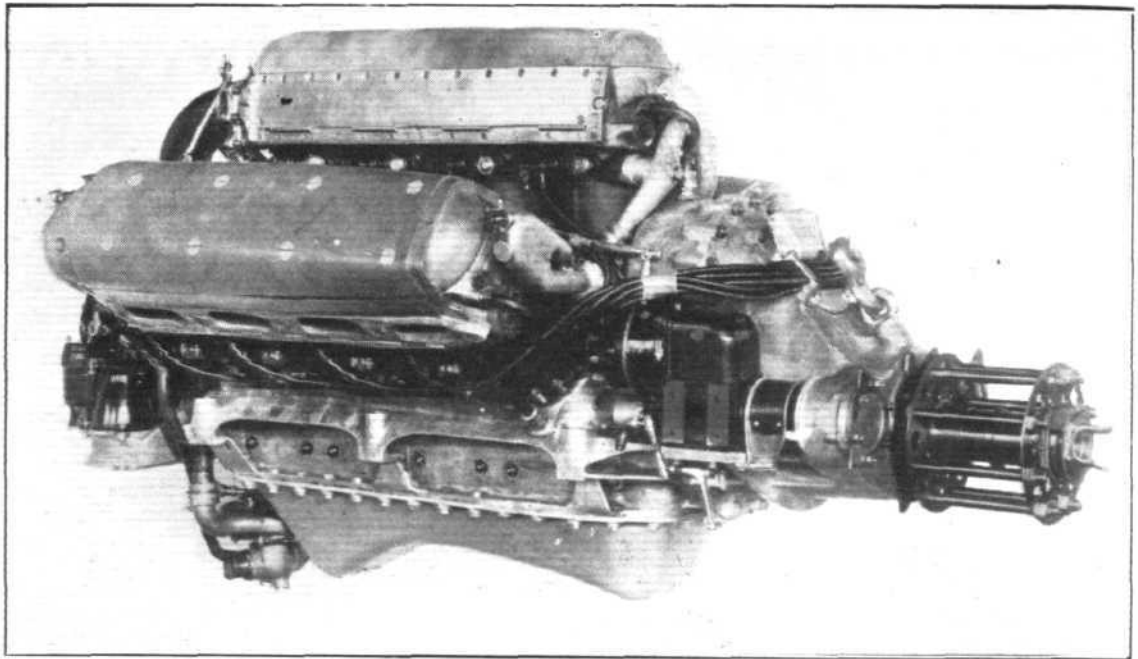
bad weather did not return until just after the race had been run.

At 11 a.m. it was announced that the race would definitely start at 2.30 p.m., and the patrolling destroyers left their berths taking up their positions along the course. Overhead, two "duck" formations of Caproni biplanes gave a superb exhibition until almost starting time, and a note of interest was introduced by the appearance of one of the big Junkers monoplanes on its way to Rome with a load of passengers and mail. Meantime the loud speakers were broadcasting brief particulars of the contest, together with a few historical notes—a happy idea.

The British pilots left the "Excelsior Palace" Hotel at 12.30 p.m. by motor launch, and received a very hearty send off from the large crowd that had assembled on the terrace.

At 1.40 p.m. the loud speakers announced the fact that all competitors had left their hangars, and were on their way to the starting line, at Canale Tre Porti. It should be pointed out that this latter was not the starting line for the race proper, but merely the "take-off" point. In order to facilitate the timing arrangements, it had been decided to allow each competitor exactly 10 minutes grace from the word "go" at Canale Tre Porti to the crossing of the timed starting line at the "Excelsior" tribune. This meant that providing a pilot crossed the timing line within this prescribed 10 minutes, his timing for the race would commence at that instant. Any time taken after the 10 minutes grace would count against him. This system was very successful, and it may be recorded

The Schneider Trophy Winner: Three-quarter front view of the Napier geared racing engine fitted in Webster's Supermarine S.5. In last week's issue we published the first photograph of the direct-drive Napier racing engine.

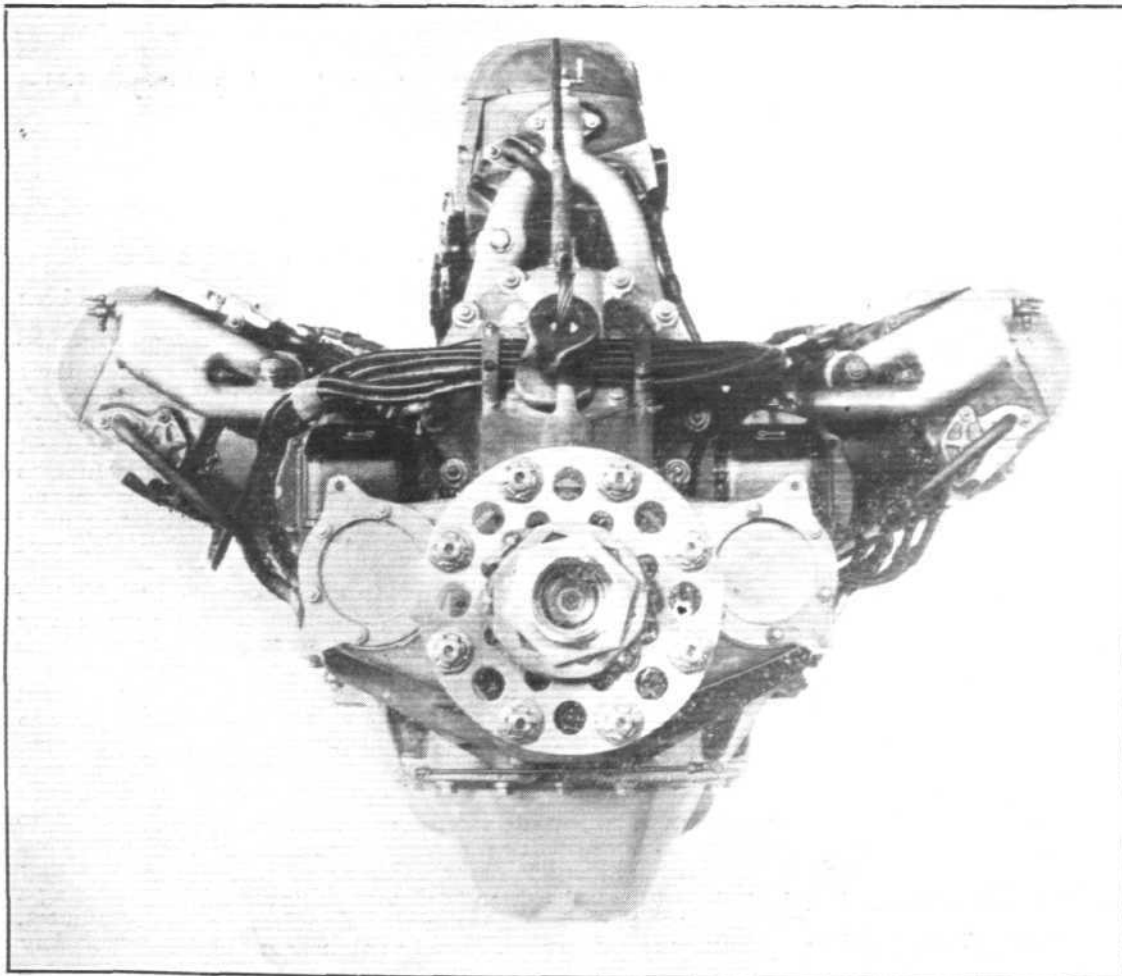


as an indication of the running efficiency of each machine that everyone crossed the timing line within the prescribed time.

At precisely 2.30 p.m., it was announced that Flight-Lieut. Kinkead, on the Gloster-Napier IV biplane, had received his starting signal, and the crowd awaited in tension for his appearance. Within one minute he was sighted, a small spot over the Mole at Porto di Lido, accelerating tremendously as he tore across the 4 kms. that separated him from the starting line proper. He crossed this line, amidst loud acclamations from the crowd, at 2.32 p.m., flying at a great pace, not more than 30 ft. from the heads of the people. He shot off like a bullet in the direction of Malamocco, engine running perfectly and gathering speed as he went. Unfortunately, visibility was not too good, and he was not therefore again seen until well on the long leg of the course, out to sea, and making for the Porto di Lido turn. Flying close to the sea, it was apparent that he was going to be a very difficult competitor to beat.

At 2.34 p.m. Magg. De Bernardi, last year's winner, took off, and all eyes turned toward Porto di Lido for the first glimpse of his much-discussed Macchi-Fiat. He made straight for the starting line after appearing over the harbour mole, travelling rather higher than Flight-Lieut. Kinkead, with an engine that appeared to be firing perfectly. He passed the timing box at a speed that did not appear to equal that of the Gloster-Napier IV, who was, of course, by that time well round the Chioggia turn and headed in the opposite direction. The Gloster-Napier IV approached the Porto di Lido turn quite wide, and took the actual curve in a fast sweep, banking about five degrees from the vertical, and still flying very low over the sea.

At 2.41, Flight-Lieut. Webster, on the geared Supermarine-Napier S.5 (N. 220) started for the take-off, and entered the course three minutes later, flying low, his engine singing its now familiar song of efficiency. A flash of silver, the high-pitched whine of his exhaust, and he was gone in the direction



Perspective!: The propeller boss in this front view of the Napier geared racing engine looks disproportionately large. Its relative size can be gauged from another photograph. Note how the space between cylinder banks is left clear, thus facilitating streamlining of the engine cowling.



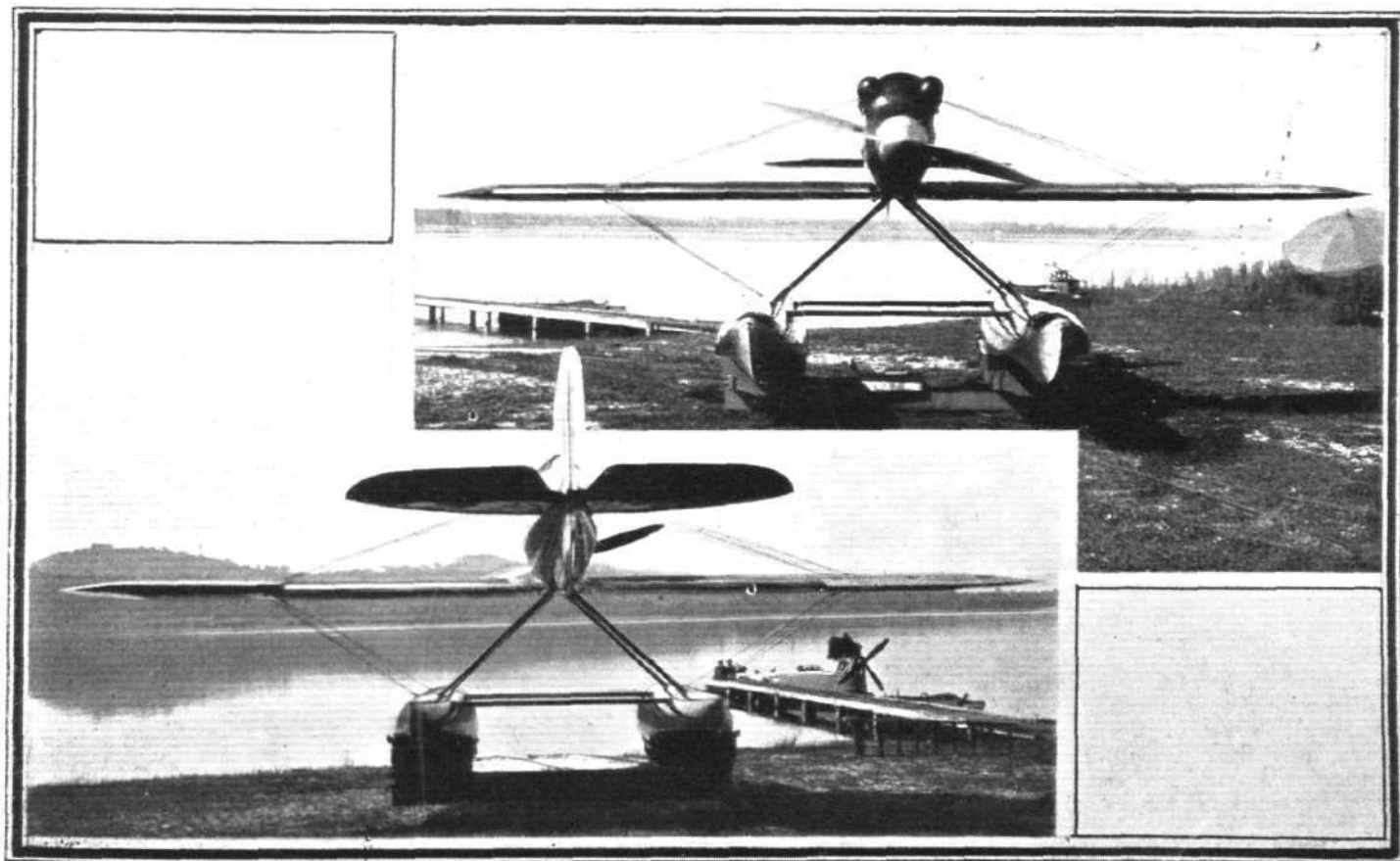
THE ITALIAN DEFENDERS : Three-quarter front view of the Macchi M.52. The wings are slightly swept back. The floats are of wood construction.

of Malamocco. Meantime, however, a very interesting thing had occurred. As Flight-Lieut. Webster was taking off from Canale Tre Porti, Magg. de Bernardi, on Macchi-Fiat No. 2, was approaching the Porto di Lido turn, and as a result these two pilots entered their first and second laps respectively with the Italian only a few hundred yards ahead. Thus, very early in the race the onlookers were provided with something of a shock to realise the difference in actual speed between the two machines. The Supermarine-Napier S.5 (N 220), appeared to have gained considerably upon its opponent before actually entering the lap, and once across the line,

it became apparent that the Macchi-Fiat No. 2 would be passed before reaching the acute turn at Chioggia.

At 2.46 Capt. Guazzetti received word to take off, but he did not cross the starting line until seven minutes later, flying much lower than the first Macchi-Fiat, but travelling at what appeared to be about the same speed. Capt. Guazzetti was piloting Macchi-Fiat No. 5, and the sight of his red machine was loudly greeted by the crowd.

Flight-Lieut. Worsley left the Canale Tre Porti line at 2.50 p.m. and passed the Tribune at 2.55. He was of course, piloting the "direct drive" Supermarine-Napier, S.5 (N 219),



THE ITALIAN DEFENDERS : Front and rear views of the Macchi M.52, fitted with Fiat engine. The undercarriage has two horizontal struts in place of the streamline wires used in the Supermarine S.5.

and his engine exhibited a hearty crackle as he entered the starting straight. The note of his exhaust appeared to be considerably louder than that of the other Supermarine-Napier S.5, and he swept past the line at a speed that was obviously faster than either of the Macchi-Fiats.

About this time the Macchi-Fiat No. 2, piloted by Magg. de Bernardi, was found to be missing, and some anxiety was felt as to what had happened. Soon it was learned that he had been compelled to make a forced landing near Malamocco, owing, it is now understood, to the failure of his lubrication system, and a consequent engine seizure. This early set-back to the Italian "hopes" was sufficiently bad in itself, but it was followed shortly afterwards by even greater misfortune.

Capt. Ferrarin, who was piloting the Macchi-Fiat No. 7, crossed the timing line at 3 o'clock, four minutes after receiving his getaway signal at Canale Tre Porti; and it appeared, both from his speed and the note of his exhaust, that his machine was not behaving in a manner that was entirely satisfactory. He passed the tribune fairly high, and appeared to take the obtuse turn at Malamocco satisfactorily. Then to the astonishment of all present, it was seen that he had turned, and was making his way down the inside of the course at slow speed towards Canale Tre Porti. He had retired!

topic of much discussion during the past few weeks—the cornering question. As was expected, the two teams exhibited sharply-contrasted methods in taking the two acute turns of the course. All the British pilots took these turns rather wide, and extremely fast, using a simple "bank" the whole way through. The Italians, on the other hand, approached the corner somewhat closer, and employed a climbing turn, which, though pretty to watch, appeared to cost them a deal of actual speed. They finished the turn well past the vertical, and, after straightening out, commenced a long dive in order to pick up their speed again.

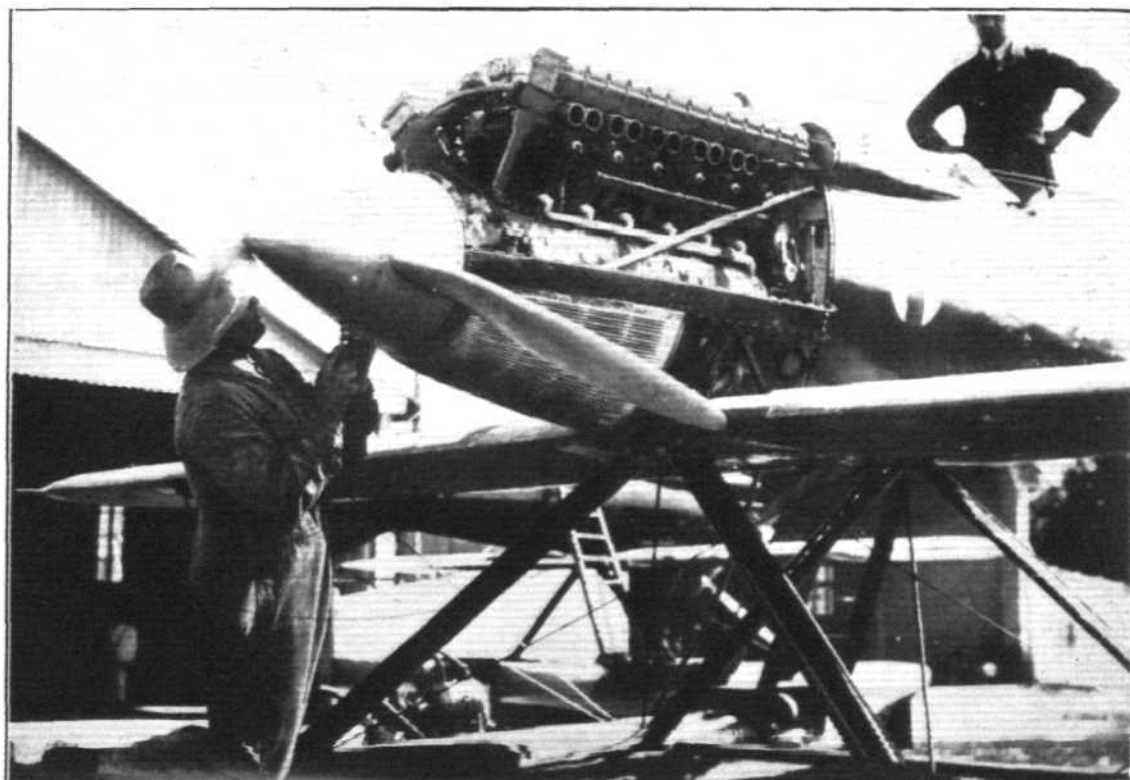
In the second lap the recorded times were as follows:—Flight-Lieut. Kinkead, 6 mins. 43 secs.; Flight-Lieut. Webster, 6 mins. 37 secs.; Capt. Guazzetti, 7 mins. 5 secs.; Flight-Lieut. Worsley, 6 mins. 50 secs.

A particularly exciting incident occurred when it was observed that the Supermarine-Napier S.5 N.219 (Flight-Lieut. Worsley) and the Gloster-Napier IV (Flight-Lieut. Kinkead) were flying close together round the Porto di Lido turn. After they had straightened out, a terrific race ensued along the straight past the Tribune, and it came somewhat as a surprise to see the Gloster-Napier biplane actually pass the monoplane opposite the "Excelsior." At this point the Gloster-Napier IV appeared to be running in great form,

THE ITALIAN DEFENDERS:

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The Italian Defenders: The Fiat engine installed in one of the Macchi M.52 monoplanes. With the cowling removed a good idea of the installation is obtained.



He managed to make a successful landing after crossing the mole, and it was later learned that again engine trouble was the cause of his early collapse. This disaster left only Capt. Guazzetti, on Macchi-Fiat No. 5, to fight out the Italian cause, but from that time onward the result of the race, barring accidents, was a foregone conclusion. The British machines were already proving themselves vastly superior, both for speed and in cornering, and the lap times which were by then appearing on the indicator board, told their own tale. In the first lap Flight-Lieut. Kinkead, on the Gloster-Napier IV, had clocked 6 mins. 59 secs. Magg. de Bernardi, on Macchi-Fiat No. 2, registered 7 mins. dead. Then Flight-Lieut. Webster, Supermarine-Napier S.5 N.220, came along with the splendid time of 6 mins. 38 secs., an average speed of 452 kms. per hour. Capt. Guazzetti accomplished his first lap in 7 mins. 13 secs. and Flight-Lieut. Worsley in 6 mins. 59 secs.

It appeared obvious that Flight-Lieut. Worsley, on the ungeared Supermarine-Napier S.5 N.219, was flying somewhat throttled down, in accordance with the excellent "team" spirit that has actuated the British pilots throughout the whole contest, "nursing" his engine in case of any possible mishap to the other Supermarine-Napier S.5.

By the time all competitors (excepting, of course, Capt. Ferrarin) had completed their first lap, it was possible to record some definite data on a problem that has been the

and, as was expected, put up a remarkably fast time on the third lap. This time was officially announced as 6 mins. 26 secs., but later it was refuted, and Kinkead's time for the lap given as 6 mins. 45 secs.

The lap times for the third circuit were as follows:—Flight-Lieut. Kinkead, 6 mins. 45 secs. (corrected); Flight-Lieut. Webster, 6 mins. 39 secs.; Capt. Guazzetti, 7 mins. 3 secs.; Flight-Lieut. Worsley, 6 mins. 48 secs.

Capt. Guazzetti still continued to lap consistently, but his speed and cornering were obviously no match for either of the three British machines. He continued to employ the climbing turn.

At the half-way mark the prospect appeared to be that of a British 1, 2, 3 victory, but during the Gloster-Napier's fourth lap it was noticed that Flt.-Lieut. Kinkead's speed had fallen off somewhat. This was confirmed when the board announced the times for the fourth lap, which were as follows:—

Flt.-Lieut. Kinkead, 6 min. 46 secs.; Flt.-Lieut. Webster, 6 mins. 33 secs.; Capt. Guazzetti, 7 mins. 19 secs.; Flt.-Lieut. Worsley, 6 mins. 50 secs. Both the Supermarine-Napiers were running very consistently throughout.

In the fifth lap the speed of the Gloster-Napier IV appeared to drop still further, and the machine was watched very anxiously by the British section of the crowd at the Tribune. At this period of the race, also, the cowling of Flt.-Lieut. Webster's Supermarine S.5 had worked loose, but the pilot



THE BRITISH SCHNEIDER TEAM: This photograph, taken at St. Andrea, shows the two types of British machines in the race, the Gloster IV on the left and the Supermarine S.5 on the right. In front of the machines are seen, among others: First Row—L. E. Coombes, Capt. Forsythe (Air Ministry), Flying-Officer Schofield, Flight-Lieut. Kinkead, Wing-Commander Fletcher, Flight-Lieut. Worsley (second in the race), Air Vice-Marshal Scarlett (Commander of the R.A.F. team), Flight-Lieut. Webster (winner of the race), Sqdn.-Ldr. Slatter, Flying-Officer Moon (Technical Officer of the team), Maj. Buchanan (Air Ministry) Mr. Ransome, and Mr. Reason. Second Row—Mr. E. Scott, Sir Harry Brittain (Director of Napiers), Mr. Vane (Managing Director of Napiers), Mr. Folland (designer of the Gloster IV), Mr. Mitchell (designer of Supermarine S.5), Commander Bird (Managing Director of the Supermarine firm) and Mr. R. E. G. Smith.

was able to "keep her going" with no appreciable loss of speed.

Flt.-Lieut. Worsley, running a very consistent race, swept right over the heads of the crowd at a height of only 30 ft., and incidentally gave a truly awe-inspiring impression of the terrific speed of which his Supermarine-Napier S.5 is capable. At about this period, the most thrilling incident of the whole race occurred. Out at sea, on the long Chioggia to Porto di Lido leg of the course, the crowd suddenly realised that Capt. Guazzetti (Macchi Fiat No. 5), and Flt.-Lieut. Webster (Supermarine-Napier S.5 N 220) were having a "dust-up" on approaching the Porto di Lido turn, both going "all out." It was at once evident that a terrific race actually on the turn would be witnessed, and it was extremely interesting to compare the methods of the two pilots. About half a mile from the pylon, Flt.-Lieut. Webster was some three or four hundred yards behind the Italian, and then the Supermarine-Napier appeared to cut in sharply directly towards the pylon, travelling at a tremendous pace, and gaining ground on his opponent. The Macchi-Fiat, however, actually reached the turn first, a bare half-second before the British machine began to bank. Cap. Guazzetti started on the long climbing turn that one had come to expect, and was obviously losing speed as he reached a height of perhaps two hundred feet. Meantime, the Supermarine-Napier monoplane swept round in a beautiful fast banking turn, and it was quite a breathless moment to see him "flatten out" a fraction of a second before the Italian. The latter then came down in a terrific dive in an endeavour to regain his lost momentum, and the two machines came down the straight past the Excelsior amidst tumultuous excitement. As they shot by it was seen that Flt.-Lieut. Webster had gained an advantage, and to everybody's astonishment, the scarlet Italian monoplane steered a course right round at the back of the "Excelsior" Hotel, and about 150 yards inland. By the time the two machines reached Malamocco the Englishman had gained a considerable lead.

The times for the fifth laps were as follows: Flt.-Lieut. Kinkead, 6 mins. 55 secs.; Flt.-Lieut. Webster, 6 mins. 34 secs.; Capt. Guazzetti, 7 mins. 27 secs.; Flt.-Lieut. Worsley, 6 mins. 48 secs. It will be seen from these times that Flt.-Lieut. Kinkead and Capt. Guazzetti were both slowing-up a trifle, and their sixth laps brought disaster to them both. The Gloster-Napier IV was unfortunately forced to retire (the actual cause is not definitely known), but Flt.-Lieut. Kinkead was able to make a good landing within the Canale Tre Porti.

Upon just completing his sixth lap, Cap. Guazzetti (Macchi-Fiat No. 5) was compelled to make a forced landing owing to engine trouble, and this, of course, put him out of the race.

The times for the sixth laps were:—Flt.-Lieut. Webster, 6 mins. 37 secs.; Capt. Guazzetti, 7 mins. 18 secs.; Flt.-Lieut. Worsley, 6 mins. 47 secs.

In their last laps both the Supermarine-Napiers put up a

wonderfully consistent performance, and after finishing across the timing line, Flt.-Lieut. Webster did a further lap before returning without a hitch to Canale Tre Porti. Flt.-Lieut. Worsley crossed the finishing line at tremendous speed, and wheeled round immediately to make a perfect landing over the mole.

The times of the two Supermarine-Napiers on their seventh and last lap were:—Flt.-Lieut. Webster, 6 mins. 37 secs.; Flt.-Lieut. Worsley, 6 mins. 45 secs.

It was at once apparent that the winner was Flt.-Lieut. Webster, on Supermarine-Napier S. 5N 220, with Flt.-Lieut. Worsley on the S. 5 N 219, a splendid second.

SCHNEIDER ITEMS

Just before the British team left Venice for home on September 29, they attended a reception by the Provincial Fascist Federation. Flt.-Lieut. Webster was presented with a gold plaque, and Flt.-Lieut. Worsley—the only other competitor to complete the course—with a silver plaque. Gold medals were also presented to each of the other entrants, British and Italian. The secretary of the Fascist Federation who made the presentations, paid a fine tribute to the British Team and alluded to Anglo-Italian friendship.

Walsall, Flt.-Lieut. Webster's native town, will give him a Civic Welcome to-day (Thursday). He will travel by road from Birmingham, arriving at Walsall Town Hall about mid-day, when an illuminated address will be presented, followed by a luncheon. In the evening there will be a torchlight procession through the town.

The Royal Aero Club, the Royal Aeronautical Society, the Air League, and the Society of British Aircraft Constructors will give a banquet at the Savoy Hotel on Tuesday, October 11, to celebrate the British victory in the Schneider Trophy race. Lord Thomson will preside, and it is hoped that in addition to the British pilots, Marshal of the Royal Air Force, Sir Hugh Trenchard, Chief of the Air Staff, will be present.

When the representatives of the Supermarine Aviation Works, Ltd.,—including Commdr. Bird, Mr. R. V. Mitchell, and Mr. Ransome (A.I.D.)—arrived back in Southampton on Sunday, they received a great ovation from the Mayor, hundreds of townspeople and the Supermarine employees. A reception was also held in the Mayor's Parlour.

In connection with the retirement of the Gloster-Napier IV in the sixth lap of the Schneider Race, which was generally attributed to a cracked spinner, a further examination of the machine and engine has since revealed the fact that other things may have been responsible. The matter is at present under investigation, and until the machine returns to this country and a detailed official examination is made, no definite statement on the subject can be made.

AIR COUNCIL SCHNEIDER LUNCHEON

ON Tuesday, October 4, an official luncheon was given by the Air Council to the British Schneider Trophy team at the Savoy Hotel.

Sir Samuel Hoare, Secretary of State for Air (in the chair), proposed the toast of "The British Schneider Cup Team and the Winning Pilot." He said that a year ago almost to a day they were gathered together to do honour to a British civilian pilot, Sir Alan Cobham, upon his return from a remarkable flight across the Empire. That day they were there to offer a hearty welcome and congratulations to a team of British service pilots who had won the blue ribbon of the air and brought back to England a trophy that was coveted by every great country of the world.

In the toast of the team he included not only the commanding officer, Air Vice-Marshal Scarlett, not only the winning pilot, Flight-Lieut. Webster, not only all the pilots and technical officers who have had a share in the enterprise, but all those in addition who had helped to make success possible—the designers of the machines and the engines, the men in the shops who worked upon them, the members of the Aero Club who co-operated with the Air Force, the officers and men of the Royal Navy who gave such valuable assistance, and last, though not least, the officials of his own department, the Air Ministry, who from Sir John Higgins downwards set themselves the task of organising victory.

From start to finish the work had been team work, the spirit that had inspired it had been the team spirit, the victory that had been achieved was a team victory. Long may that team spirit be maintained, whether it be in the field of international rivalry or whether it be in the daily development of flying in this country!

In recent years, for one reason or another, we had not made a habit of winning international events. Whilst he was not one of those who regarded that failure as in any way evidence of the country's decadence, he could not disguise his delight now that victory had at last smiled upon us, after a period of long and sustained exertion, and after a contest with the most formidable, and at the same time the most sporting, team that other countries could produce. In the past there had been international competitions that had left behind them feelings of jealousy and bitterness. No shadow marred the bright picture of friendly rivalry. Not a single difference of opinion between the teams. He thanked our Italian friends not only for the splendid hospitality that they lavished upon their British guests, but also for the sportsmanship that they showed in every incident connected with the race. To Signor Mussolini and General Balbo, in particular, he offered most grateful thanks. To Signor Mussolini, the statesman who with an eagle eye long ago saw the future of the air, and to General Balbo, his brilliant lieutenant, who had set other Ministers an example difficult to follow, for he had added to the laurels of the politician the wings of the pilot.

He was glad to say, in passing, that his expert advisers were unanimous in attaching great value to the lessons that we had learnt from the development of these racing machines. Two broad results, moreover, emerged from the contest that had taken place and from the record that had been achieved. Firstly, the races showed in a conclusive manner the great progress that had been made in the air during a very short space of time. A few years ago a speed of 45 miles an hour was sufficient to win the cup. This year the two winning machines reached more than six times that speed. Secondly, the victory also marked another stage in the triumph of the human hand and the human brain over the brute forces of nature. Many would have said that in this contest man would meet more than his match: that the human frame could not stand the strain of a race like the Schneider Cup; that the Napier "Lion" engines could not hold out; that the Supermarine machines would break into pieces. Yet there today was the winning team, victorious over their rivals, but victorious also over the formidable obstacles of nature, fit and well, with the three British machines as fit and well as themselves.

The designers had gained another victory by increasing the strength and yet reducing the weight of their engines and machines. The pilots had shown that the young Englishman, well trained in body and mind, as hard as nails, as steady as a rock, could achieve feats of skill and endurance that former generations would never have imagined possible. These young men were typical of the Service in which they are officers. Keen-minded, physically fit, ready for every emergency, playing together as a team, it was they and others like them who in the space of a few years had built up

a great tradition and given the British Air Force its unrivalled position in the world. This room today was filled with officers possessing these qualities. Close by were not only the pilots of the winning team, but also those four officers—Carr, Gillman, Mackworth, and Dearth—who earlier in the year made a gallant attempt at another and no less difficult record. Through no fault of their own they failed. One of these days they will succeed and add another to the laurels of the Force. Today they welcomed the Schneider Cup team as the embodiment of the nerve and enterprise of the Force.

Addressing Flight-Lieut. Webster, Sir Samuel said he had already a fine record in the Service and had already been decorated for conspicuous flying services. He was proud to be the mouthpiece of the nation in offering him and his brother officers these congratulations. He was even prouder to be the mouthpiece of His Majesty the King in informing him that he was instructed to convey to him by word of mouth His Majesty's congratulations already sent to him by telegram, and to say that as a mark of his appreciation of his achievement the King had approved a bar to the A.F.C. that he already held.

He coupled the toast with the names of Air Vice-Marshal F. R. Scarlett and Flight-Lieut. S. N. Webster.

Air Vice-Marshal F. R. Scarlett said how proud he was at the selection of the team which consisted of not only the pilots, but representatives of the Royal Aero Club, the Society of British Aircraft Constructors, etc. Perhaps some might say a cosmopolitan crew, but they all worked unceasingly in one team spirit without a word of grumble to bring back the Trophy—as a Team—and he felt that they could be satisfied that they did thereby contribute to winning the race.

Squadron-Leader Slatter, who commanded the team, he specially commended, as although he was able to fly the machines as well as anyone he had to forgo the privilege as he—the speaker—selected him to take over the organisation so admirably perfect in its every detail, with the consequence that everything followed to victory without a hitch. Slatter was, in fact, to be consoled with because he was an organiser of a high order. His especial thanks were also due to Major Buchanan and Lt.-Col. Mervyn O'Gorman for their great assistance and advice in matters continually cropping up. It was a pleasure to work with them. In regard to our cornering in the race, this was a surprise for our opponents. On the corners our machines simply shot ahead, and had our airmen been flying machines of the same speed as our opponents, that cornering would have won us the race. Webster, Worsley and Kinkead proved themselves great pilots, the latter, under the circumstances of his flight, putting up a most extraordinary show.

Flight-Lieut. Webster, speaking on behalf of the Pilots—their team of four—said the victory was not an individual one—it was the Team that secured the Trophy—he happened to be the pilot who was given the fastest machine and he did no more than anyone else would have done. The liaison between the contractor and the Service had been perfectly wonderful. He was sorry to have to come back from Italy leaving behind such good fellows as the mechanics. He would have liked to have them with the pilots when they arrived at Croydon. As to the Italian pilots, they were the finest sportsmen one could ever hope to meet. (Cheers). He thanked them very sincerely for the reception they had given them that day.

Sir Samuel Hoare then said he had asked Signor G. Guidoni to convey to Signor Mussolini and Gen. Balbo the expression of appreciation and sportsmanship which had that day been given voice to by the gathering.

The meeting closed with a vote of thanks, with three cheers, to the chairman, proposed by Maj.-Gen. Seeley.

Those who accepted invitations to be present included, besides the Chairman, The Rt. Hon. Sir Samuel Hoare, Bart., G.B.E., C.M.G., M.P., Air Vice-Marshal F. R. Scarlett, C.B., D.S.O., Air Vice-Marshal Sir John F. A. Higgins, K.B.E., C.B., D.S.O., A.F.C., Sqdn.-Ldr. L. H. Slatter, O.B.E., D.S.C., D.F.C., Flt.-Lieut. S. N. Webster, A.F.C., Flt.-Lieut. O. E. Worsley, Flt.-Lieut. S. M. Kinkead, D.S.O., D.S.C., D.F.C., F/O. H. M. Schofield, His Grace the Duke of Sutherland, Sir Philip A. G. D. Sassoon, Bart., G.B.E., General Alessandro Guidoni, C.B.E., Maj.-Gen. the Rt. Hon. J. E. B. Seely, C.B., Air Marshal Sir John M. Salmond, K.C.B., C.M.G., C.V.O., D.S.O., Air Vice-Marshal Sir Philip W. Game, K.C.B., D.S.O., Sir Walter F. Nicholson, K.C.B., The Rt. Hon. Sir Eric Geddes, The Rt. Hon. T. P. O'Connor, M.P., Colonel J. T. C.

Moore-Brabazon, M.C., M.P., His Worship the Mayor of Walsall, Capt. the Viscount Curzon, C.B.E., M.P., Air Vice-Marshal Sir John M. Steel, Sir Richard Glazebrook, Dr. S. C. Simpson, Flt.-Lieut. P. H. Mackworth, D.F.C., Capt. W. Brass, M.P., Sir Sigmund Dannreuther, Air-Commodore C. L. N. Newall, Air Vice-Marshal D. Munro, Maj.-Gen. Sir William A. Liddell, Flt.-Lieut. I. E. M. Gillman, Sir Charles Wakefield, Bart., Air Vice-Marshal Sir Ivo L. B. Vesey, Sir Harry Brittain, M.P., Air Vice-Marshal Sir W. Sefton Brancker, Flt.-Lieut. C. R. Carr, D.F.C., Sir Geoffrey Butler, Air Vice-Marshal C. L. Lambe, Air-Commodore F. C. Halahan, Capt. C. P. Talbot, Capt. C. B. Wilson, Air-Commodore A. E. Borton, Rear-Admiral Murray F. Sueter, Air Vice-Marshal Sir Robert Brooke-Popham, Lieut.-Col. Sir Francis K. McClean, Group-Capt. J. A. Chamier, Lieut.-Col. H. W. S. Outram, Group-Capt. P. B. de la Ferte, Colonel W. Bristow,

Group-Capt. P. H. L. Playfair, Air Vice-Marshal C. A. H. Longcroft, Sir Stanley White, Bart., F/O. T. H. Moon, Wing-Commander F. E. T. Hewlett, Lieut.-Commander H. E. Perrin, Air-Commodore H. C. T. Dowding, Wing-Commander A. Corbett-Wilson, Lieut.-Col. L. F. R. Fell, Maj. G. E. Woods Humphrey, Air Commodore J. L. Forbes, Commander J. Bird, F/O. E. C. Dearth, Maj. R. E. Penny, Wing-Commander R. B. Maycock, Air Commodore A. M. Longmore, Brig.-Gen. P. R. Groves, Capt. P. D. Acland, Maj. J. S. Buchanan, Group-Capt. W. R. Freeman.

Messrs. W. Preston, M.P., H. E. Wimperis, J. A. Webster, C.B., D.S.O., H. T. Vane, C. R. Fairey, R. J. Mitchell, C. Ll. Bullock, C. R. Brigstocke, H. W. McAnally, B. E. Holloway, J. S. Ross, Oswald Short, E. E. Beare, F. E. Cowlin, A. G. Forsyth, A. W. Martyn, R. J. G. Crouch, L. P. Coombes, Philip S. Foster, F. W. Musson.

SHERBURN AIR PAGEANT

NOMINALLY, the Yorkshire Aeroplane Club's Air Pageant at Sherburn lasted for two days, October 1 and 2. The adverse weather, however, reduced it to one day as regards actual flying, but that day alone made the meeting quite a success for most of the important events in the programme were carried through with every ease and promptitude. Only the Sunday visitors were totally disappointed. The Club's organisation was very thorough, and was in every way worthy of the good attendance of machines and pilots. Naturally, the weather deterred the public from venturing to Sherburn in the numbers expected, but such disappointment is now practically common to all who organise outdoor spectacles. A luncheon was held on the Saturday morning, at which Sir Sefton Brancker gave an address. In this he mentioned his recent air tour in Europe on the regular air lines which are running so efficiently there, and the tremendous enthusiasm for aviation he found in Germany in particular, where every

Lieut. Le Poer Trench, on the H.A.C.I. "00" (handicap, 1 min. 58 secs.); Mr. E. B. Fielden, on Bluebird "SV" (handicap, 1 min. 34 secs.); Captain Sparks, on Moth "MF" (handicap, 1 min. 29 secs.); Mr. B. Martin, on Moth "SK" (handicap, 36 secs.); Mrs. Elliott-Lynn, on Avian "TP" (handicap, 36 secs.); Captain T. N. Stack, on Moth "UA" (handicap, 36 secs.). Mr. Martin won this race on "SK" (nett flying time, 7 mins. 17 secs.); Mrs. Elliott-Lynn was second on "TP" (time, 7 mins. 22 secs.); Captain Sparks was third on "MF" (time, 8 mins. 16 secs.); Captain Stack fourth, Mr. Fielden fifth, and Flight-Lieut. Le Poer Trench last. The finish was even. The speeds of the three winners were 95 m.p.h., 93½ m.p.h., and 83½ m.p.h. The wind was very strong and the bumps were bad.

Crazy Flying.—On separate Avro-Lynx machines, Flight-Lieuts. H. T. Lydford and F. J. Fogarty gave thrilling exhibitions of crazy flying, specialising on their amazing



Sherburn Air Pageant: Quite a good crowd visited the aerodrome on Sunday, a section of which is here seen. They were disappointed, unfortunately, for no flying was possible except for the joy-riding by Imperial Airways liner (seen in the background), which managed a few trips in the morning.

[“FLIGHT” Photo.]

city was in competition to get more air traffic. Turning to the light plane movement in our country, he said that about 300 pilots had been trained by the clubs in the last two years, and not one had been injured during that training. He thought that Sherburn was a very suitable aerodrome for the county of Yorkshire, but if Leeds wished to become a business air port, a nearer site was required.

Events.—The heats of one or two races were flown off on the Saturday morning, and the programme proper commenced in the afternoon. The rain had ceased by then. Each race was flown over the same course, the distance being roughly 11 miles, but routes had been arranged for alternative winds.

President's Light Aeroplane Handicap.—Prizes:—1st, a prize and £50, presented by Colonel Sir E. A. Brotherton; 2nd, £25 presented by Mr. W. L. Oldroyd; 3rd, £10, presented by Captain Milburn. This race was for machines with engines of not more than 5,000 c.c. The starters were Flight-

ground flying. They spun round on a wing tip, took off sideways, and landed on one wheel. They careered between obstacles both human and otherwise at ground level, where it seemed impossible to get past. At a very low altitude they described beautiful slow rolls, flew upside down and stalled. This display was much appreciated. It could not have been otherwise. It is an event which, to the public eye, borders on the miraculous!

Wing Walking.—There is nothing whatever to commend this stunt. It fails both as a flying and a spectacular feat, and is nothing more than a cheap imitation of the ridiculous wing-walking of the Americans.

Private Owners' Handicap.—The engine power in this race was not limited, and the prizes were:—1st, £30 and cup presented by Mr. C. P. Hare; 2nd, £15; and 3rd, £10. The starters were Miss O'Brien, on Moth "OS" (handicap, 2 mins. 44 secs.); Lady Bailey, on Moth "UA" (handicap, 1 min. 35 secs.); Captain Sparks, on Mr. Will Hay's S.E.5 "TO".



SHERBURN AIR PAGEANT: Miss June is easily recognised in this photograph of her usual parachute jump from the Avro. The wind brought her to the ground rather heavily, and she was dragged some yards along, but without any serious effect.

(handicap, 33 secs.); Flying Officer Scroggs, on S.E.5a "QM" (handicap, 20 secs.); and Mrs. Elliott-Lynn, on her S.E.5a "PA" (scratch). The latter came home first in this race, but was eventually disqualified for starting too soon. The result was then, Scroggs on "QM" (time, 6 mins. 07 secs.); Sparks on "TO" (time, 6 mins. 35 secs.); Miss O'Brien on "OS" (time, 8 mins. 49 secs.), and finally, Lady Bailey on "UA" (time, 7 mins. 54 secs.). The speeds of the first three were 113 m.p.h., 105 m.p.h., and 78 m.p.h. Mrs. Elliott-Lynn did the distance at 114 m.p.h. The Imperial Airways liner came down towards the finishing line as the small machines were seen hedge-hopping home very quickly, Mrs. Elliott-Lynn and Flying Officer Scroggs both on S.E.5a's, in close competition, but the pilot, Captain Robinson, quickly spotted the signals from the ground and banked away at once.

Parachute Descent.—As usual, this event was carried out by the experienced Miss June from the Surrey Flying Services "Avro," which was also busy all the afternoon lifting its four passengers into the air. Miss June jumped from a com-

paratively low altitude and quickly came to earth in the strong wind.

Open Handicap.—1st prize: £50 and cup; 2nd, £25; 3rd, £10.

This race was open to machines of unlimited power, entered by firms or by private people. The heats had been flown off in the morning in pouring rain, and in the final now the starters were, Mr. J. D. Parkinson on Moth "QV" (handicap, 2 mins. 33 secs.); Capt. Stack on Moth "UA" (handicap, 1 min. 29 secs.); Mr. Martin, on Moth "SK" (handicap, 1 min. 12 secs.); Capt. Sparks, on S.E.5 "TO" (handicap, 36 secs.); Flying Officer Scroggs on S.E.5a "QM" (handicap, 11 secs.); and Mrs. Elliott-Lynn was scratch on her S.E.5a "PA." This race resulted in another duel between S.E.'s, the three types winning the positions in this order:—Scroggs, Sparks, and Mrs. Elliott-Lynn. Their net flying times were 5 mins. 49 secs.; 6 mins. 17 secs.; and 5 mins. 53 secs.; and speeds per hour, 119, 110, and 117½. Stack finished fourth on "UA" Martin fifth on "SK" and Parkinson last on "QV." Their times were 7 mins. 28 secs.; 7 mins. 21 secs.; and 8 mins. 37 secs.; and their speeds:—92½ m.p.h.; 94 m.p.h.; and 80 m.p.h.

Balloon Jumping.—This event was carried out by Captain R. H. Davison with the aid of a necessary troupe of Boy Scouts. The strong winds made the efforts to haul the balloon back to the starting point after a series of small leaps across the aerodrome, a very arduous affair for all concerned. It was a very interesting item in the afternoon's sport, bringing variety from the repeated air racing.

Ladies' Handicap.—Prizes: 1st, Ladies' travelling case, value £50; 2nd, £15; and 3rd, £10. The first prize was presented by Mrs. Dorothy Una Ratcliffe. The lady starters in this race were Miss Leathart on Moth "QV" (handicap, 3 mins. 01 sec.); Miss Woodhead, on Moth "NN" (handicap, 2 mins. 59 secs.); Miss O'Brien, on Moth "OS" (handicap, 2 mins. 47 secs.); Lady Bailey, on Moth "MF" (handicap, 2 mins. 33 secs.); and Mrs. Elliott-Lynn scratch, on her S.E.5a "PA." The event was won by Miss Woodhead on "NN" (time, 8 mins. 34 secs.); Miss O'Brien being second on her "OS" (time, 8 mins. 28 secs.); and Lady Bailey third, on "MF" (time, 8 mins. 18 secs.). Miss Leathart was fourth on "QV" (time, 9 mins. 17 secs.); and Mrs. Elliott-Lynn found the handicap too much for her "PA." The speeds of the first three were 80½ m.p.h., 81½ m.p.h., and 83 m.p.h.

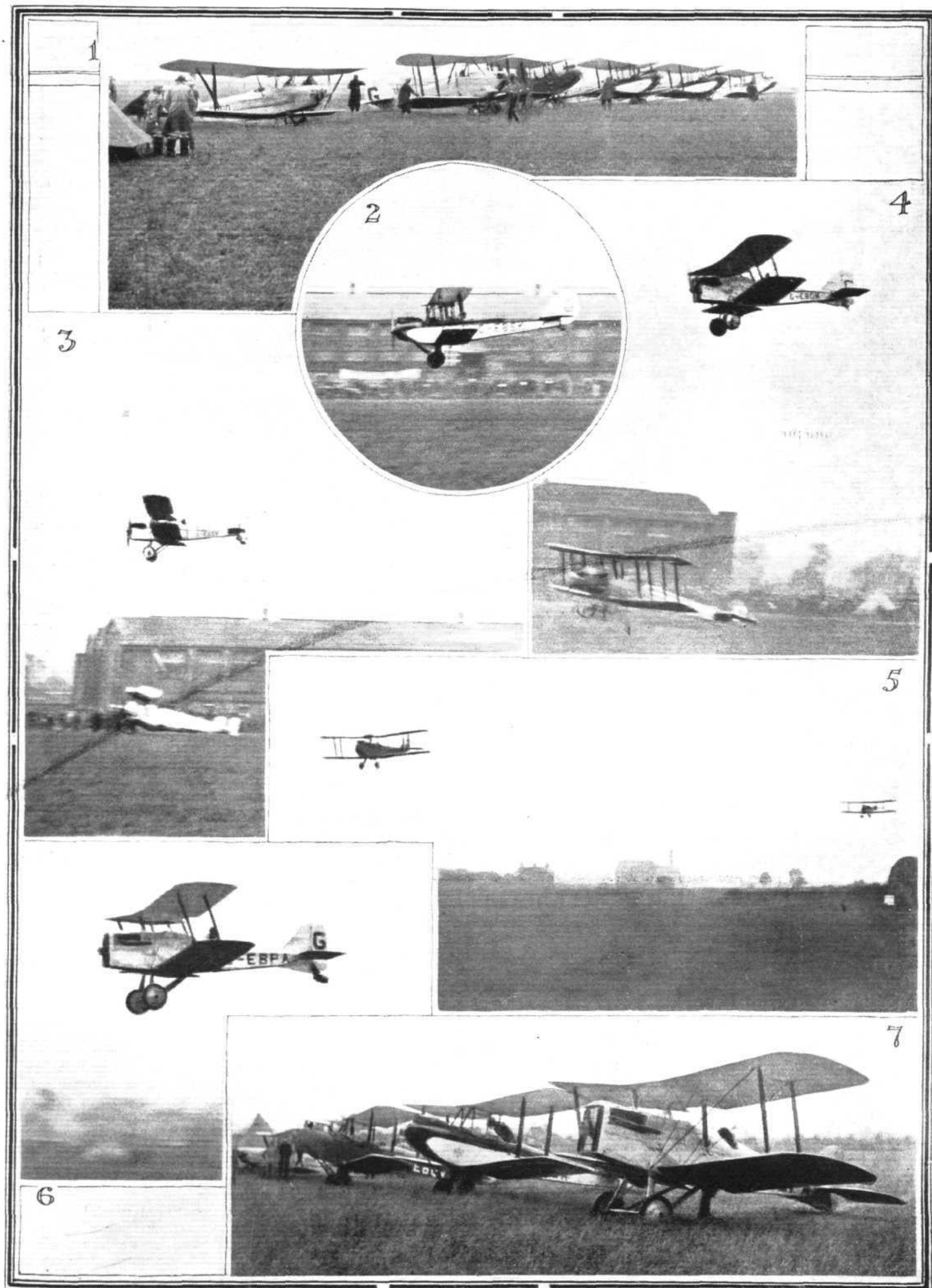
Wattle Handicap.—This was the last item on the programme, and it was decided to make it a sort of consolation race for those who were last in other races. The starters were:—Flight Lieut. Le Poer Trench, on "OO" (handicap, 3 mins. 2 secs.); Lady Bailey, on "UA" (handicap, 1 min. 35 secs.); Miss Leathart, on "QV" (handicap, 2 mins. 47 secs.); and Mrs. Elliott-Lynn scratch, on her "PA." Mrs. Elliott-Lynn won this race easily. Her time was 8 mins. 56 secs. and speed, 116 m.p.h. Miss Leathart was second on "QV" (time, 8 mins. 48 secs.; speed, 78½ m.p.h.); Flight-Lieut. Le Poer Trench was third on "OO" (time, 9 mins. 5 secs.; speed, 76 m.p.h.). Lady Bailey was fourth on "UA." There was a prize for a lady and a gentleman.

This concluded the Saturday meeting, which was a very successful affair. On Sunday, very strong winds prevailed all day, without ever any suggestion of abating, and flying was impossible, except for the large Imperial Airways liner, which did a few trips with passengers during the morning.

Sherburn Air Pageant: Two R.A.F. officers, Flight-Lieuts. Lydford and Fogarty, put up a thrilling exhibition of crazy flying both on the ground and above. Here Flight-Lieut. Fogarty is seen landing on one wheel in the Avro-Lynx.

"FLIGHT" Photos.





["FLIGHT" Photographs]

SHERBURN AIR PAGEANT : (1) This shows the line up for the President's Light Aeroplane Handicap ; (2) Mr. B. Martin of the Nottingham Aero Club winning the race on the Club's Moth "SK." ; (3) Flying Officer Scroggs winning the Private Owners' Handicap on S.E.5a "QM" and (4) again winning in the Open Handicap ; (5) Miss Woodhead (left) winning the Ladies' Race from Miss O'Brien, both on Moths ; (6) Mrs. Elliott-Lynn winning the Wattle Handicap, and (7) shows the line-up for this race

AIRISMS FROM THE FOUR WINDS

The German Flight to the East

THE German pilot, Herr Konnecke, and his two companions, Count Solms and Herr Herrmann, who made a non-stop flight from Cologne to Angora on September 20-21 in a Caspar biplane, resumed their flight eastward on September 24. Their destination was Baghdad, but they failed to arrive there at the appointed time and no news of their whereabouts was received for some days. It was learnt later that they made a forced descent near Mouslimie, north of Aleppo, where repairs to the engine caused some delay. They eventually arrived at Baghdad on September 27, but when attempting to take off, on September 30, the machine crashed and was damaged. The pilot and passengers, however, were uninjured.

Mr. Levine

ON September 28 Mr. Levine and Capt. Hinchliffe flew in the "Miss Columbia" from Ravenna to Rome. Here Mr. Levine, on October 3, had an audience with the Pope, who congratulated him on his recent flights and gave him the apostolic benediction, blessing his future enterprises. Flying in "Miss Columbia" on October 4 to Ravenna, with the intention of dropping a present for Signor Mussolini's baby boy, Capt. Hinchliffe had to make a forced descent in a vineyard, with disastrous results to "Miss Columbia," but, fortunately, without hurt to himself, Mr. Levine and the Prince of Orleans, who was a passenger.

Focke-Wulf "Ente" Crashes

THE Focke-Wulf "Ente" ("tail-first" machine), which was described and illustrated in last week's issue of FLIGHT, has been crashed, and, unfortunately, the pilot, Herr Oberingenieur Georg Wulf, who was one of the partners in the firm,

lost his life in the crash. The accident happened on September 29 during a demonstration flight, but at the moment it is not known whether the accident was due to the "tail-first" arrangement of the machine or to a mishap that might have befallen an aeroplane of any type.

A Mooring Mast for South Africa

It is reported that the S.A. Union Government has concluded an agreement with Imperial Airways, Ltd., for the erection of an airship mooring mast at Tongaat, near Durban.

German Atlantic Seaplane Crashes

THE Rohrbach seaplane in which the German pilots Kern and Udet had planned to make an east-to-west Atlantic flight was wrecked on September 28. They were carrying out a test flight across Copenhagen Sound when engine trouble brought the machine down near the harbour, with, it is said, severe damage to the machine but, fortunately, without serious injury to the pilots.

In Honour of Nungesser and Coli

THE Canadian Federal Topographical Survey have given the name "Nungesser" to a lake and river in the newly discovered gold-bearing area in Northern Ontario. An adjacent lake has been named "Coli."

Another "Atlantic" Item

MR. R. WANAMAKER, the American millionaire who interested himself, it will be remembered, in the problem of flying the Atlantic just before the war, has now offered to finance a French Atlantic flight next year. He states he is anxious to see the tricolour welcomed in New York as enthusiastically as the Stars and Stripes were welcomed in Paris, and as soon as a French constructor has produced a machine which satisfies the necessary tests he will buy it and take over all the necessary expenses in connection with the attempt.

Brock and Schlee back in U.S.

THE two American airmen William Brock and Edward Schlee, who flew from Detroit to Tokyo in the "Pride of Detroit," monoplane, have again crossed the ocean from Japan to America—but not by air. They arrived at San Francisco on September 29 in the steamship *Korea Maru* with their machine, in which they "completed" their world flight to Detroit on October 4. They have thus been round the world in six weeks.

U.S. Navy's Air Programme

THE U.S. Secretary of the Navy, Mr. Wilbur, has announced that the naval aviation building programme for the fiscal year (from July 1 next) provides for 146 machines at a cost of \$7,600,000.

London-Paris Restaurant Plane's Record

ONE of the French Air Union restaurant planes (illustrated in our last issue), piloted by Delage, made the London-Paris trip on September 30 in the record time of 1 hr. 31 mins.—hardly time for lunch!

Miss Norah Blaney Entertains Up Above

ON September 30, Miss Norah Blaney, the actress, entertained 19 guests whilst flying over London in an Imperial Airways air liner.

The France-South America Service

THE combined air-and-sea mail service between France and South America, to which reference has already been made in FLIGHT, is expected to start on October 15.

Cheaper Air Fares

ON October 3, reduced fares on the Imperial Airways services between London and the Continent came into force. The six guineas fare for the London-Paris Silver Wing de Luxe line is now five guineas, and the single fare on the Handley Page liners operating between London and Brussels is now £4 10s., instead of £5.

To Preach the Gospel

MR. N. VINTCENT and Mr. J. S. Newall are to commence an air tour next month through India, Arabia, Persia, Palestine, Malay States and China. They will use two machines, give flying demonstrations at the towns visited, and also lectures. They hope to explain to business men the possibilities of commercial air services in the East.



"FLIGHT" Photograph

THREE "GLOSTRIANS": From right to left: Mr. H. P. Folland, Mr. R. Burroughes, and Mr. Preston, chief assistant to Mr. Folland.

New Air Survey Contract

THE Aircraft Operating Company have secured a contract from the Government of Northern Rhodesia to survey the upper waters of the Zambesi River, starting from Livingstone and proceeding up river as far as 400 miles. It will also include two tributary rivers, the Lungwebungu as far as the Angola boundary, and about 150 miles of the Kabompo River. This company is already carrying out a survey of Northern Rhodesia and one of the machines there now will be sent to Livingstone for this new work. Major Cochran-Patrick will be in charge, as he is of the present contracts in the territory.

A New Harmon Trophy

AVIATORS of a score of nations will be able to compete henceforth for a new Trophy, which is soon to be inaugurated by the International League of Aviators. Mr. Clifford B. Harmon, the League's pioneer president, is responsible for the idea. Each nation possessing a section of the League with 200 fliers, will be eligible for the competition, which will qualify the winner for the title of that nation's "national champion," and thereby a candidate for the Harmon International Trophy. The latter, which is always on view at the League's headquarters in the Bois de Boulogne, was won last year by Pelletier Doisy, the French champion. The new Trophy will be kept at the headquarters of each Section permanently, but its annual winner will receive a suitable replica, inscribed with the League's commendation of his performances. This will be accompanied by a "Certificate of Honour," the design for which is now being competed for by students of the Ecole des Beaux Arts of Paris, and other artists.

R.A.F. Golf Championship

SQDN.-LDR. C. H. HAYWARD, who has held the R.A.F. Golf Championship since 1922, was again the winner in the Championship Finals, which was held at Camberley Heath on September 30. He defeated F. O. G. R. Beamish over 36 holes by 7 and 5.

Schneider Pilots see Premier.

PRIOR to the Air Council Luncheon on October 4, Flt.-Lieut. Webster and other members of the British team were received by Mr. Baldwin at 10, Downing Street.

Air Mails to Dutch East Indies

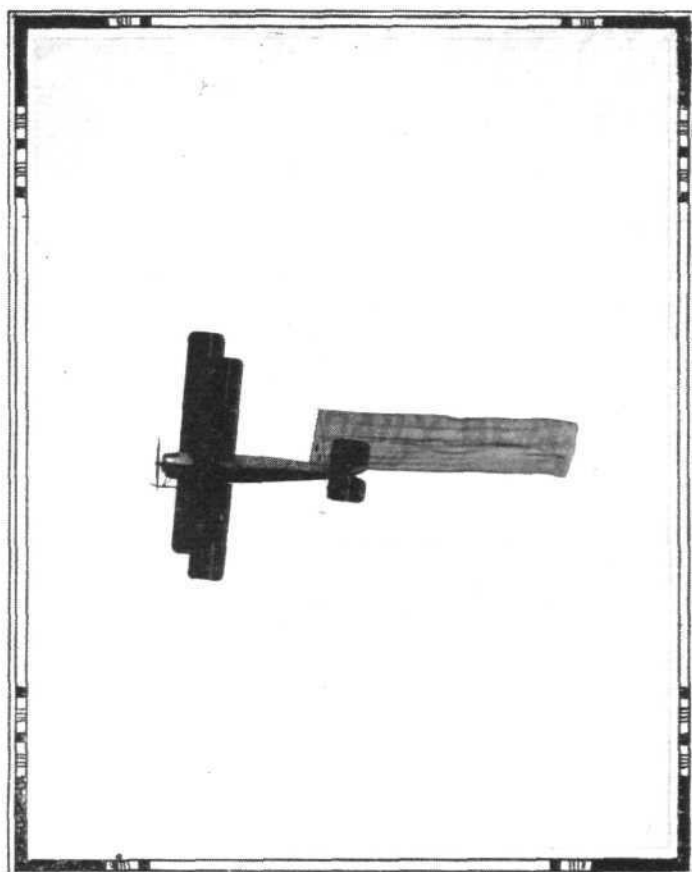
LIEUT. KOPPEN arrived at Karachi from Bushire on his flight to the Dutch East Indies with mails. His machine is a Fokker monoplane.

Dutch Air Developments

M. PLESMAN, general manager of the Dutch Air Services, has gone to Batavia to study the question of a regular air line between Holland and the Dutch East Indies. If this is established, a link would be provided between England and Australia.

New German Atlantic Flight

A JUNKERS three-engined monoplane of the G 24 type, fitted with floats, left Norderney on October 4 to fly to America by stages. Three pilots are on board, Herren Loose, Starke and Lowe, as well as a mechanic, Herr Fritzler. Loose piloted the Junkers "Bremen" on its attempt to cross the Atlantic recently. He will act as wireless operator on



["FLIGHT" Photograph]

SCHNEIDER WELCOME: Col. Henderson, on an Avro, provided some excitement by taking off and flying around over the aerodrome (sometimes driven backward by the strong wind) trailing a huge "Daily News" banner with the words "Bravo Webster" on it.

this new machine. Both transmitting and receiving apparatus are fitted. After leaving Norderney the machine landed at Amsterdam. The next stage will be Lisbon, then the Azores, and finally, New York *via* either Newfoundland or Bermuda. It is stated that neither Lufthansa nor Junkers have any direct interest in this endeavour. It is further reported that Seeflug-Versuchs A.-G. and a big steamship company are interested. Considerable mystery has prevailed over the whole project.

San Francisco—Australia By Air

ABOUT October 15 an effort to reach Australia from San Francisco *via* Honolulu by air is to be made by airmen whose names are not yet disclosed. Mails will be carried.



On the Lido: Some British representatives in an idle moment: From left to right, standing, Major Penny, Mr. Perrin, Major Buchanan, and Col. O'Gorman. Seated, Mr. Parrott, Mr. Wallace Barr, Major Maurice Wright, and Mr. A. V. Roe.

PRIVATE



FLYING

A Section of **FLIGHT** in the Interests of the Private Owner, Owner-Pilot, and Club Member

LIEUT. BENTLEY'S FLIGHT TO CAPE TOWN

WITH a remarkable regularity and ease, Lieut. Richard R. Bentley has accomplished his fine flight to Cape Town from London in a standard Moth. It is a record for long-distance flying in a light aeroplane, the distance covered being over 7,000 miles. This pilot is a South African Air Force instructor at Roberts Heights, the headquarters of the S.A.A.F. There he trains cadets, and gives refresher courses to the Air Force Reserve. He is an adopted South African, born in England, and has resided in the Colony since the war. He also spent about three years in Canada. He came to this country a few months ago with the intention of obtaining a Moth somehow, and flying it home. This he was eventually able to do with the part financial help of the *Johannesburg Star*. The machine he bought was standard, with the exception of an additional 25-gallon petrol tank in the fuselage and also a small auxiliary oil tank. The petrol was fed to the top tank by means of a pump. He flew his Moth about England for about 20 hours before essaying his long flight, visiting such places as Thetford, Cheltenham and Nottingham, as well as making flights of several hours to test the fuel consumption. With the sole exception of making sure that Shell fuel and Castrol oil were available along the route, he made no forward organisation whatever. A few spares were carried and a suitcase containing little more than the usual clean collar and tooth-brush. Lady van Rynevelt sent him a small St. Christopher mascot, which he sewed on his flying helmet. He also had several other mascots in the machine. Lady Bailey christened the Moth at Stag Lane with the name of "Dorys," after his fiancée, who lives at Johannesburg. The maps of the chosen route were mounted on a roller in an aluminium holder. They were all divided into small sections.

The Flight Detailed

The actual start was made from Stag Lane on September 1, at 10.30 a.m., after a delay for over two hours through bad weather. He reached Paris, 228 miles, the same afternoon, but was forced to wait here for a triptyque, which was brought on by Imperial Airways. He got away again the next day, however, and reached Bron Aerodrome, Lyons, a distance of

282 miles, then Nice, on September 3, 190 miles. On September 4, first Pisa, 200 miles, then Naples, 290 miles, were gained. Naples was left at 1.30 p.m., on September 5, and an arrival made at Malta, 340 miles. On September 6, the indomitable Moth flew the sea trip to the African coast and safely reached Lebda, near Tripoli, about 210 miles. Four days later, Lieut. Bentley was at Sollum, 700 miles away, on the coast. Then, on September 11, he reached Heliopolis Aerodrome, Cairo, about 420 miles, and Assouan, 440 miles, on the 13th. On the 14th came Khartoum, 600 miles, and then followed the first and only mishap of the long trip. He was forced to land at Kosti, whilst on his way from Khartoum to Mongalla, 200 miles from Khartoum. He was off again the next day, however, and duly reached Malakal, 260 miles. The 18th found him at Mongalla, 300 miles: the 19th at Kisumu, 420 miles, landing there at 1.15 p.m., and the 25th at Livingston, 1,400 miles. On September 27, Johannesburg, nearly 600 miles, gave him a great ovation, S.A.A.F. machines escorting him to the town. In a speech made in reply to his welcome, he said that his flight from London was made easy by the perfection of his Moth. He was convinced that such flights between the two countries would soon be nothing unusual. Amongst his welcomers there was his fiancée. The last lap of the fine successful flight was carried out the next day, a landing being made at Cape Town at 2.20 p.m., a stage of about 830 miles, during which he had to fight a 70 m.p.h. gale. He was received at the Wynberg Aerodrome by the Mayor of Cape Town, Defence Corps Officers, a representative of the Commander-in-Chief, Africa Station, and the President of the Cape Town Aero Club.

Sir Samuel Hoare, Secretary of State for Air, sent the following telegram to the Ministry of Defence, Union of South Africa: "On behalf of the Air Council, I wish to congratulate South African Air Force and Flight-Lieutenant Bentley on his strikingly successful flight from London to Cape Town. I hope this pioneer flight by a light aeroplane will help to stimulate the early development of a regular through service by air between England and South Africa."

PRIVATE FLYING AT SHERBURN

WHEN Shakespeare discovered for himself and us all the profound truth that the quality of mercy is not strained, he was also probably thinking of our English weather. It seems to the writer that meteorologically this country has gone to the dogs. The fact that we attend outdoor events merely proves that we come of seafaring stock. It is clear that the time is coming when we shall attend air meetings with our boats in tow, and eventually become a nation of land sailors. No doubt we shall be appropriately dressed, too, wearing bell-bottoms or the gold braid, accordingly as we are highbrow, lowbrow, middlebrow, or nobrow at all. Those people who stage open-air shows are, of course, sheer optimists, but the fact remains that they are an opportune asset to this country in view of the meteorological tripe that we are getting now. For there is clearly the danger of our becoming a nation of house-dwellers. Such a catastrophe would no doubt be very satisfactory to the tiddley-winks manufacturers, but totally devastating to the aircraft industry, for you cannot let fly between four walls except in a verbal way.

The Yorkshire Aeroplane Club organisers did their noblest on Saturday, but we are afraid that to some considerable extent they will have to console themselves with the reflection that virtue is its own reward. They had arranged a fine programme to last two days, and although Saturday allowed most of the important events to happen, Sunday was relentless, so that it seems obvious that materially the club's reward was very poor. Therefore the satisfaction of having done their very best is about all they received. Of course, they were well patronised in an aeronautical way, our sporting private-owners, who usually attend these air meetings with

their machines were numerous, and there were many of the other club instructors present. The R.A.F. provided, perhaps, the most spectacular event of the whole programme, as they often do. Two new lady pilots joined the small group of their sex, and put up excellent shows, one, Miss Woodhead, who has just taken her ticket with the Yorkshire club, winning a race.

Owing to the prevailing wind the interest of watching the machines start and return was partly diminished for the crowd, for the machines were necessarily confined to a far corner of the aerodrome. And unfortunately the crowd cannot be manoeuvred on the day of the event to the most convenient position. A considerable part of the interest in air racing is a close view of the personalities taking part. The ground conditions though, where the machines started from, would not have pleased the crowd very much. The trio of S.E.'s had the best of the racing. They were flown by Mrs. Elliott-Lynn, Capt. Sparks and Flying-Officer Scroggs. They carried off the three first positions in the Open Handicap, and also in the Private Owners' Handicap, but in the latter Mrs. Elliott-Lynn was unfortunate enough to be disqualified, after getting home first, through starting too soon. The fault was, apparently, due to a misunderstanding between her and one of the officials. When the starter signalled Flying-Officer Scroggs off (handicap allowance, 11 secs.) on his S.E.5a, Mrs. Elliott-Lynn, who was scratch, took off too. She beat him over the finishing line by about 4 secs., so that had the mistake not occurred her position would probably have been second. Her protest against the disqualification was of no avail. In this same event Miss O'Brien seemed to

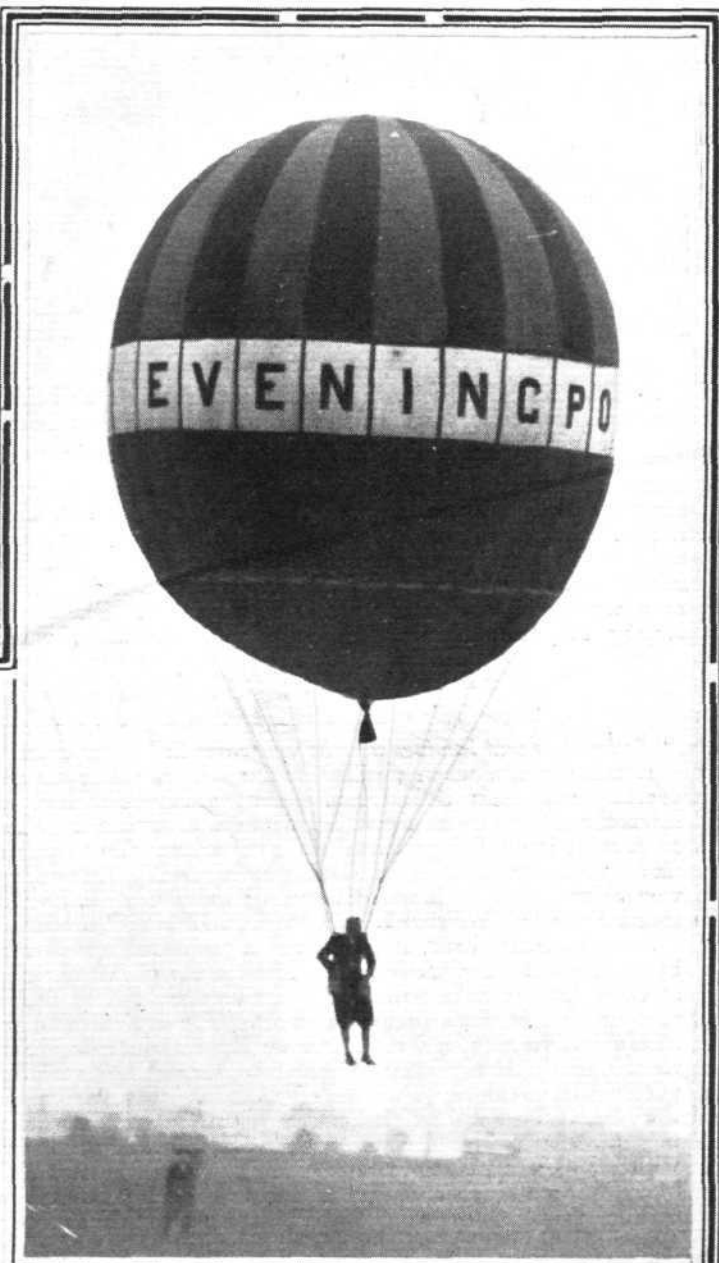
lose some valuable moments through a slow start. Capt. Sparks, too, on Mr. Will Hay's slick-looking S.E.5, made a curious start. We believe he was trying to emulate the ground flying and spinning on one wing-tip as carried just previously by Flight-Lieuts. Lydford and Fogarty, but he would not agree with that suggestion. He said he was trying to get off across wind. He started to bank immediately from the ground to pass between the judges' cars and the other waiting machines. He thinks a wheel caught in a ruck. In any case he achieved his purpose quite easily and got second place. Incidentally, he and his crew from the London Club had one disappointment at Sherburn. Their Moth "MF" had accomplished the distinction of winning a race at every meeting it had attended, but on Saturday it failed to preserve this fine record.

The ladies' race produced five lady starters, two, we believe, making their debut in racing alone, viz., Miss Leathart, of the Newcastle Club, and Miss Woodhead, of the Yorkshire Club. The latter, of course, pulled off the race and this in competition with such experienced pilots as Lady Bailey, Miss O'Brien, and Mrs. Elliott-Lynn. The latter seemed to find the handicap far too much for her "PA" in this event, and she was unusually out of the picture at the finish. It seemed a prolonged period that she waited alone for the starter's flag to drop after all the others had got well away, but for all that one expected to see "PA" to come tearing through in the first batch across the line. Mrs. Elliott-Lynn must maintain an average speed of something like 116 m.p.h. in her S.E.5a in all the races. Her top speed at Sherburn was 117½ m.p.h., and the lowest 114 m.p.h.

The gusty day was not suitable for successful balloon-jumping. The balloonist was Capt. R. H. Davison, Indian Army, who made leaps across the aerodrome, but was not able to reach any appreciable altitude or gain much distance. He had the able and essential assistance of an energetic troop of Boy Scouts, who, as a result of their strenuous struggles to drag the balloon back to the starting place against the strong wind, stored up many good deeds. This manual labour would seem to take some of the pleasure from the sport, unless it is possible to get others to do it. The balloonist, strung up like a chicken, does not look exactly comfortable, either. Calm days are the best. In windy

weather it is necessary to have many accessories in the deed, to hang on to the trailing rope and preserve you from a bad and premature end. On a calm day Capt. Davison has reached 200 ft. and covered a distance of 1½ miles. As a sport one gathers that it is considered to have a future here. Two or three balloons have already been sold, and next year considerable developments are expected. The present disadvantage is the high cost of filling them with gas. In a large balloon of 4,000 c.c., this amounts to about £20, and the gas only lasts for a week. The actual balloon itself is quite cheap—£50 to £80.

On the Sunday a good crowd visited the aerodrome, and waited in vain for the wind to drop to allow flying, but this never became even remotely possible. But if the day consequently lacked aviation interest, there was a compensatory psychological interest. The crowd made a constant and



SHERBURN AIR PAGEANT: Balloon-jumping was a popular item on the very varied and interesting programme arranged by the Yorkshire Club. It was carried out, as seen above, by Capt. R. H. Davison with the necessary and willing help of a troop of Boy Scouts. An arduous struggle was required to drag the large balloon back against the strong wind that prevailed all day and developed worse on Sunday.

[“FLIGHT” Photograph]



SHERBURN AIR PAGEANT: On the left is Miss O'Brien, one of the growing number of private owners, who flew her own Moth in many races on Saturday. Sir Sefton Brancker, who gave an address at a luncheon held before the Pageant started, is seen on the right chatting to Flight-Lieut. Trench.

minute inspection of the machines in the hangar and gave some of the pilots nightmare at the way they messed them about. This cruel treatment of aeroplanes is quite innocently done on the public's part, and it happens because the machines seem solid. For some time there was the interesting possibility of a wholesale human extinction at Sherburn. The crowd closely inspected the balloon of Capt. Davison's, which

they poked and prodded nonchalantly, approvingly or otherwise, according to their particular opinion of this balloon business, *meanwhile smoking away merrily*. At first an official in a stentorian tone voiced warnings, which gradually got more severe, until he wisely forbade all smoking in the hangars. The Yorkshire Aeroplane Club is to be congratulated on providing an excellent display.

ADMIRAL MARK

KERR'S CAREER*

"*Quicquid agunt homines nostri farrago libelli.*" (Juvenal.)

Reminiscences, when published, are apt to make an *olla podrida*, especially if the reminiscent author has had an interesting life and has exerted himself to reflect upon it. In fact, it is often the reflections, rather than the record of facts, which makes such a book worth reading. The most wonderful career in the world can be reduced to dulness if treated on the "William I 1066, William II 1087" method.

Admiral Mark Kerr, a name and a personality honoured by all the aeronautical fraternity, has made of his memoirs a more than usually strange *farrago* (one cannot do better than quote Juvenal's word once more). The book is arranged in studied disorder. But it is none the less interesting for that. Let your reviewer confess that he did not carefully peruse the chapters on horse-racing, international wit, and the stage. Every man must have his own tastes, and few men have so many as Admiral Mark Kerr has been blessed with. But every other chapter was found full of pleasure and profit—even though one might have preferred that certain other chapters, notably those entitled "Common Sense—the League of Nations—Decorations," and "Georgian and Victorian Tales," had been published as separate essays. Together with the three chapters mentioned above, they might well have formed a separate publication, which would have been quite a good volume.

The rest of the book deals first with the Admiral's career in the navy and afterwards with his flying exploits. Few books give quite such a joyous picture of life at sea. We British may be the foremost maritime people of the world; but all the same, very few of us know much about life in the senior service. There are even some of us who picture it as a constant heart-breaking separation from all one's nearest and dearest, punctuated by fierce fights for life with terrible gales. Admiral Mark Kerr, however, seems to have had a glorious time, from his first appointment in 1879 as a midshipman, to the fifty-one gun wooden frigate *Newcastle*, up to his command of the Adriatic squadron in the great war. Of course, he travelled far and wide. He was in the same squadron as the *Bacchante* when the present king and his brother sailed on that ship to the Cape and Australia. He was in the naval brigade which landed in Egypt during the operations against Arabi, and first came under fire near Ramleh when (strange position for a midshipman!) he mounted

on a horse. He was, however, always an ardent horseman. He was on the Royal Yacht. He was naval attaché to Italy, Austria, Turkey, and Greece. He was Commander-in-Chief of the Royal Hellenic Navy. Everywhere he met notable people, and everywhere he met charming people. One suspects that the man who is always meeting charming people must himself have a good deal of charm.

Admiral Mark Kerr seems to have been particularly attracted by the royalties whom he met. He was on good terms with the Kaiser, and declines to believe that he belonged to the Prussian war party. He was almost intimate with Prince Henry of Prussia. He found the Czar "a human and kindly man," capable of romping and able to enjoy a practical joke. He argues at length that King Constantine, of whom he naturally saw a great deal, and his children and brothers were all whole-heartedly pro-British throughout the war, and the case is made out very convincingly. The Admiral was with the King when his second son Prince Alexander rushed up with a newspaper, shouting to his father: "Isn't this splendid! The British have sunk four more of those damned German destroyers!"

But our Admiral's greatest hero was the Marquis of Milford Haven, formerly Admiral Prince Louis of Battenberg. He cannot find enough superlatives in which to describe this great Admiral and great gentleman.

It was while he was commanding the Greek Navy that Admiral Mark Kerr learned to fly, and after three dual and three solo flights, which totalled 82 mins., he obtained his certificate (No. 842) from the Royal Aero Club. This step was taken in order to encourage Greek naval officers to do likewise, and it was entirely successful. He said afterwards that if one could manage a seaplane off the coasts of Greece one can fly in any other conditions. Afterwards, in the Adriatic, he had no British machines or pilots under him, and it was with great difficulty that he persuaded the Italians to let him fly their machines. They could not believe that an Admiral could possibly be a competent air pilot. But at last, with great reluctance, they let him take up a flying boat; and thereafter he was allowed to fly as much as he liked.

In September, 1917, Admiral Mark Kerr was sent by the Admiralty to assist in forming the Royal Air Force. His enthusiasm and driving force were invaluable for this task, and the memo. which he wrote for Lord Cowdray in October of that year is a fine piece of forceful argument. For a short time he was Deputy Chief of the Air Staff, and afterwards commanded the South Western Area.

After the war Admiral Mark Kerr and Major H. G. Brackley took a four-engined Handley Page V/1500 to Newfoundland, hoping to be the first to fly the Atlantic. But Alcock and Whitten Browne got over first, and it was decided that the Handley Page machine should fly instead to Atlantic City and meet R 34 there. They started, but were forced to land at Parrsboro, in Canada, and damaged the machine. It was repaired in due course, and a second flight took them to Long Island. This flight lasted for 12 hours and was the second longest flight at that time, Alcock's holding first place. Then they started off for Chicago, but when landing on the race course at Cleveland they smashed their wings, and this adventure came to an end.

One cannot help wishing that this very sporting Admiral had brought off a still greater flight. But whereas pilots are common, men who could do what he has done for flying are rare. His services have been substantial; and this most readable book fitly describes a somewhat unique career. F. A. DE V. R.

* "Land, Sea and Air: Reminiscences of Mark Kerr, Admiral, R.N., Major General, R.A.F. (retired). Longmans, Green and Co., Ltd. 21s. net.

LIGHT 'PLANE CLUBS

London Aeroplane Club, Stag Lane, Edgware. Sec., H. E. Perrin, 3, Clifford Street, London, W.1.
Bristol and Wessex Aeroplane Club, Yate, Gloucester. Secretary, Lieut.-Col. C. Fleming, Filton Aerodrome, Patchway.
Hampshire Aeroplane Club, Hamble Southampton. Sec., Maj. Ross White, Hamble, Southampton.
Lancashire Aero Club, Woodford, Lancs. Sec., C. J. Wood, Oakfield, Dukinfield, near Manchester.
Midland Aero Club, Castle Bromwich, Birmingham. Sec., Maj. Gilbert Dennison, 22, Villa Road, Handsworth, Birmingham.

Newcastle-upon-Tyne Aero Club, Cramlington, Northumberland. Sec., A. H. Bell, c/o The Club.
Norfolk and Norwich Aero Club, Mousehold, Norwich. Sec., H. O. Bennett, 5, Opie Street, Norwich.
The Scottish Aero Club Movement, 101, St. Vincent Street, Glasgow. Sec.: Harry W. Smith.
Suffolk Aeroplane Club, Ipswich.—Secretary, Courtney N. Prentice, "Hazeldehl," Stowmarket, Suffolk.
Yorkshire Aeroplane Club, Sherburn-in-Elmet, Yorks. Sec., D. M. N. Coles, The Aerodrome, Sherburn-in-Elmet.

LONDON AEROPLANE CLUB

REPORT for the week ending October 2.—Flying time, 20 hrs.; dual, 11 hrs. 55 mins.; solo, 7 hrs. 10 mins.; passenger flights, 55 mins.
 Dual instruction (with Capt. F. G. M. Sparks).—A. J. Richardson, G. W. Hall, Miss Wilson, E. C. T. Edwards, R. G. Whalley, J. G. Crammond, L. Daniels, R. G. Whalley.

With Capt. S. L. F. St. Barbe:—A. J. Richardson, F. Yeats-Brown, L. Daniels, J. A. Brewster, M. Parkin, D. H. M. Symon, R. C. Presland, Capt. Burt, G. W. Hall, C. G. W. Ebbutt, O. J. Tapper.

Solo Flying:—A. F. Wallace, Major Beaumont, G. W. Hall, Miss O'Brien, I. C. Horton, J. J. Hofer, W. Roche-Kelly, J. G. Crammond.

Passenger Flights (with Capt. F. G. M. Sparks):—Mrs. McKay. (With Capt. S. L. F. St. Barbe), A. Fowler. (With G. H. Craig), A. Fowler.

J. H. Veasey passed the necessary test for his aviator's certificate on September 22 and J. G. Crammond on September 28.

Early Flying.—Arrangements have been made for flying instruction to be given in the early morning to advanced pupils. Bookings by advanced pupils can now be made from 8 a.m. during the week-days (Mondays excepted).

BRISTOL & WESSEX AEROPLANE CLUB

FLYING report for week ending October 1.—Flying time, 7 hrs. 30 mins.; instruction, 4 hrs. 20 mins.; soloists, 3 hrs. 10 mins.

Instruction (with Mr. Bartlett):—Miss Miles, Messrs. Roberts, Greenwood, Downes-Shaw, Tratman, and Bathurst.

Soloists under instruction:—Messrs. Downes-Shaw, and Tratman.

Owing to bad weather no flying was possible on Sunday, Wednesday and Thursday and Saturday. We hope for an improvement in the weather and that it will be fine for our official opening next Saturday.

NEWCASTLE-UPON-TYNE AERO CLUB

TOTAL flying time, 8 hrs. 40 mins. Instruction (with Mr. Parkinson), 5 hrs. 35 mins.; soloists (under instruction), 30 mins.; "A" pilots, 2 hrs. 35 mins.

Soloists:—Mr. McDougall. ("A" Pilots), Mrs. Hislop, Miss Leathart, Messrs. Wilson, Robertson, Turnbull, Maxwell.

Dual Instruction (with Mr. Parkinson):—Sir Joseph Reed, Messrs. Lawson, Robertson, Wilson, Heaton, Turnbull, Griffiths.

Flying was possible on only two days, previous to Friday, owing to wind and fog. On Friday, Mr. Parkinson, with Miss Leathart as passenger, flew to Sherburn to take part in the Yorkshire Club's Meeting. The Club obtained second place in the Wattle Handicap.

The Club wishes to congratulate the Yorkshire Club on the excellent organisation of their meeting and heartily sympathises with them on their misfortune in having such very bad weather on both days of the meeting. The members who attended the meeting wish to thank the Club for their hospitality which was fully appreciated.

NORFOLK & NORWICH AERO CLUB

REPORT for period ending October 2 (21 days).—Total flying time, 30 hrs. Instructions with Capt. G. F. Lines:—Messrs. A. Cooper, H. Varden-Smith, R. Harmer, A. J. Finch, G. F. Surtees, H. Neave, H. Mack.

Soloists:—Messrs. H. Birchall, R. Harmer, W. P. Cubitt, H. Pank, W. H. Ramsey, R. W. F. Moore, F. Gough.

Passengers with Capt. Lines:—Miss Scarles, with Mr. Moore: Mr. A. Sutton.

The weather during the above period defies all description, although many of our active merchants have been heard to use unusual expressions, and the boy Herbert appeared on the scene of inactivity with an umbrella completely unfurled (but only once). In addition to this piece of excitement he carefully attempted to place our "Moth" under cover per the keyhole, and, alas! two further days were lost.

Most of the flying was done between showers, and it speaks volumes for our instructor when one notes that 30 hrs. have been squeezed in and the manner in which members have constantly turned up, is very encouraging indeed.

Little Cubitt has been at it again, qualified after 4½ hrs. solo for an "A" licence, sat right on the spot in both landings, also Mr. Pank has qualified for his, and Mr. Moore called at the Air Ministry and got his right on the spot. He was extremely favourably impressed with his reception at the A.M. Several other members are ready to take the tests.

At a recent meeting of the committee it was decided to allow members to bring a friend along and participate in aviation on payment of a fee of 5s. per day. This to be known as a "Guest's Fee." The advantages of this are obvious; many members have friends down for a very short time, but have been unable to make them air-minded under 20s., plus usual flying charges. It will be especially appreciated by "A" merchants.

Our "Moth" QX will be ready for collection on Friday next. Capt. Lines is taking the loaned machine back, and collecting ours at Stag Lane. Mr. H. O. Bennett is accompanying him as a passenger. It is hoped that reasonable weather will prevail. H. O. B. has done a terrific amount of work for the club as Hon. Secretary.

In case one is again delinquent with reports, members are reminded that "As the nights get longer the days grow shorter, and the lateness of the evenings becomes earlier."

SUFFOLK AEROPLANE CLUB

REPORT for week ending October 2:—Flying time, 3 hrs. 20 mins. Instruction with Mr. Carnegie:—Miss D. Creasy, Dr. Sleigh, G. Hutley, With Sergt. Lowdell: S. Schofield, N. Creasy.

Passengers: The Hon. Lady Bailey, Mrs. Courtney N. Prentice, Mrs. Maitland.

Solo:—Courtney Prentice.

Our President, the Hon. Lady Bailey, paid us an unexpected visit in her "Moth" on Monday evening, and later had a flight in our "Bluebird." We have now secured an excellent permanent aerodrome at Hadleigh (Suffolk). This was a war time 'drome, and will probably be remembered by many. We hope to "move in" by October 11.

On Wednesday afternoon the undercarriage of our "Bluebird" collapsed for no apparent reason, our instructor having made a perfect landing. Unfortunately considerable damage was done. This has held up flying for the time being. We are hoping that Messrs. Blackburns will realise how seriously this is affecting us and loan us another machine at once. Several of the members were ready for solo and our overhead charges still have to be met; this is a severe blow to a club in its infancy. Our neighbouring club recently had a similar accident and another "Moth" was loaned to them within a few hours. This excellent service is a tremendous help towards the success of a club, and well worth copying.

THE ROYAL AIR FORCE

London Gazette, September 27, 1927.

General Duties Branch

P. N. Sealy-Allin is granted a permanent commission as Pilot Officer, with effect from September 17, and with seniority of September 17, 1926: C. R. Shillingford is granted a short service commission as Pilot Officer on probation, with effect from July 19, and with seniority of July 18.

The following are granted short-service commissions as Pilot Officers on probation, with effect from and with seniority of September 2:—C. H. Appleton, B. E. Brown, M. C. Collins, T. A. D. Hetherington, H. G. Hicks, L. W. Howard, C. R. M. Kiernander, P. F. Luxton, J. E. Markby, K. C. T. Marshall, W. D. J. Michie, C. L. Myers, C. A. Pearson, H. L. Piper, J. C. K. Rogers (A./Sub-Lieut., R.N.R.), J. W. Smith, P. H. Smith, R. W. K. Stevens, J. C. B. Findlay, A. Le R. S. Upton, J. B. Veal.

Arthur Donald Bennett is granted a short-service commission as Pilot Officer on probation, with effect from September 7, and with seniority of September 2.

The following are granted short-service commissions as Pilot Officers on probation, with effect from September 8, and with seniority of September 2:—L. V. Bennett, F. Wells.

The following are granted short-service commissions as Pilot Officers on probation, with effect from September 9, and with seniority of September 2:—J. A. Greenshields, D. M. Harrison (R.A. (T.A.)), N. F. V. Henkel.

The following Pilot Officers are promoted to the rank of Flying Officer (June 16):—R. F. Shenton, H. W. Pearson-Rogers.

The following Pilot Officers on probation are confirmed in rank:—B. W. Barton, H. B. Collins, C. E. Kay, F. H. L. Searl, W. T. Walton, A. R. Ward (July 14): G. Bartholomew, E. L. J. Rowe, V. D. Morshead, D. S. King, H. C. D. Hayter, F. G. Fairhead, G. R. Weighill (September 18).

Flight-Lieut. G. D. Daly, D.F.C., ceases to be seconded for duty under the Colonial Office, September 13. (Substituted for notification in *London Gazette* dated September 13.) Wing Commander R. M. Field ceases to be seconded for duty with the Finnish Government, September 11; Flying Officer W. F. Parkinson takes rank and precedence as if his appointment as

Flying Officer bore date February 28, immediately following Flying Officer J. N. Young on the graduation list. Reduction takes effect from September 2.

Air Commodore C. R. Samson, C.M.G., D.S.O., A.F.C., is placed on the half-pay list, Scale A, August 19. Flying Officer G. A. Kysh is transferred to the Reserve, Class C October 1. Flight-Lieut. J. W. Young, M.B.E., resigns his permanent commission, September 7.

Stores Branch

Flight-Lieut. A. J. Roberts is transferred to the Reserve, Class B, October 1.

Accountant Branch

Flight-Lieut. J. Baines is transferred to the Reserve, Class C, October 1.

Medical Branch

Flight-Lieut. P. D. Barling, M.B., is granted a permanent commission in this rank, September 28.

RESERVE OF AIR FORCE OFFICERS

General Duties Branch

The following Flying Officers are transferred from Class A to Class C:—W. H. Phillips, April 12. A. E. de M. Jarvis, D.F.C., June 24.

Flying Officer D. A. Watson is transferred from Class B to Class C, September 18.

The following relinquish their commissions on completion of service:—Flight-Lieut. F. Hudson, M.C., September 12. Flying Officer W. J. Metcalfe, September 18. Flying Officer J. C. Burney-Cumming, September 25.

The commission of Pilot Officer on probation E. A. Buchan is terminated on cessation of duty, September 2.

AUXILIARY AIR FORCE

General Duties Branch

The following to be Pilot Officers:—

No. 605 County of Warwick (Bombing) Squadron.—M. V. de Satge, July 24.

J. C. Rowland, July 24. J. A. Edwards, August 3.

No. 601 County of London (Bombing) Squadron.—S. A. Morse, August 5.

THE R.A.W. SPORTS

CAREFULLY-ORGANIZED, smoothly carried through, and excellently supported, the first annual sports meeting of the Royal Airship Works and Social Club, held at Cardington, on Saturday, September 3, can be written down without any doubt as a success. Over 1,000 people, mostly from Bedford, attended, and in ideal weather were able to enjoy a good sports programme and a variety of other attractions that had been provided. Throughout the afternoon there was music by the R.A.F. (Henlow) Band (by permission of Group Captain C. R. S. Bradley, O.B.E.), and between the events one could watch the admirable performances given by the gymnastic team that also came from Henlow. The side shows included a putting-green, treasure hunt, balloon race, darts, for all of which prizes were offered, and all of which had been arranged by members of the Sports and Social Committee.

For the athletic events, the Club had the valued help of several members of the A.A.A., and the large body of enthusiastic officials kept the programme well up to time, and piloted it through without a hitch. The challenge cup offered by Wing-Commander T. R. Cave-Browne-Cave for the inter-departmental tug-o'-war was won by the Stores after some good contests, and Mr. C. V. Wallace's challenge cup to the R.A.W. competitor gaining the greatest number of points went to G. W. Payne, who put up a splendid show. The winners of the Fabric Department ladies' relay race—the Outer Cover Shop—carried off the challenge cup presented by Mr. J. W. W. Dyer, and F. O. Jones won a special prize given by Wing-Commander Cave-Browne-Cave to the R.A.W. competitor who, in the opinion of the officials, referee, judges, etc., showed the most enterprise and sportsmanship during the meeting. Speaking of this afterwards, Wing-Commander Cave-Browne-Cave said that he gave the prize as a trial to see if it were possible to recognize in some way what appeared to be the most sporting show put up during the afternoon. It had been an extraordinarily difficult prize to award, but all who had seen Jones's performances would agree that he had earned it.

The Results.

Following is the list of results:—
100 Yards Open Handicap.—Final: 1, E. H. Abraham (10½ secs.); 2, C. Dawson; 3, J. H. Scobole.

100 Yards Closed Scratch.—1, P. Powell (12 secs.); 2, G. Payne; 3, H. Chandler.

Long Jump, Open Scratch.—1, A. W. Tillman (19 ft. 1½ in.); 2, R. H. Allen (19 ft. 0½ in.); 3, B. E. Ray (18 ft. 6½ in.).

High Jump, Open Scratch.—1, R. H. Allen; 2, T. Norcott; (winner's height, 5 ft. 3½ in.).

220 Yards Open Handicap.—1, C. Dawson (22½ secs.); 2, E. H. Abraham; 3, P. Hyde.

220 Yards Closed Scratch.—1, J. T. Dale (26½ secs.); 2, P. Dobson; 3, S. Vincent.

440 Yards Open Handicap.—1, C. Dawson (52½ secs.); 2, C. A. Greenham; 3, E. H. Abraham.

One Mile Open Handicap.—1, D. R. Dixon (4 mins. 39 secs.); 2, H. Dixon; 3, M. O. Jones.

Half-Mile Inter-Departmental Relay Race.—1, Sheet Metal (1 m. 50 secs.); 2, Shed. Winning team: G. W. Payne, R. Chandler, T. Dale, and P. Dobson.

Inter-Departmental Tug-o'-War.—Stores beat Shed in final. Team: Pretty, F. Wheeler, H. Pitchell, F. Cooper, A. Gillett, A. Sharples, E. Fear, J. Proctor.

Inter-Unit Tug-o'-War.—R.A.F. (Henlow) beat R.A.W. in the final.

Bandmen's Race, R.A.F.—Cpl. Gutrie; 2, A/C. Roberts; 3, A/C. Harrison.

Ladies' Ginger-beer and Bun Race.—1, Miss M. Neal; 2, Mrs. H. Bird; 3, Miss L. Simmons.

Sack Race, Mixed, 80 Yards.—1, A. J. Abrahams; 2, Miss Ives; 3, D. R. Dixon.

Boat Race, Open.—1, Shed No. 1.

Three-legged Race, Open.—1, Miss Ashpole and J. T. Dale; 2, Miss Ives and H. Hogg; 3, Miss Hartley and D. R. Dixon.

Veterans' Race.—1, Wing-Commander Cave-Browne-Cave (12½ secs.); 2, F. E. Radley; 3, C. Lee.

Ladies' 100 Yards, Local.—1, Miss D. Ives; 2, Miss N. Gaunt; 3, Miss R. Jones.

Wheelbarrow Race, Open.—1, Miss Hartley and H. Dixon; 2, Miss Ray and P. Bowler; 3, Miss Low and S. Carslaw.

Egg and Spoon Race.—1, Miss Gaunt; 2, Miss Clarke; 3, Miss Low.

Slow Bicycle Race.—1, Miss Gaunt; 2, Miss Ives; 3, Miss Neal.

Slow Bicycle Race, Gentlemen.—1, W. Brunt; 2, F. O. Jones.

Fabric Girls' Relay Race.—1, Outer Cover Shop (Miss E. Huckle, Miss M. Trigg, Miss M. Moore, and Miss Keep); 2, Skin-laying (2); 3, Bag-assembly; 4, Skin-laying (1).

At the end of the programme the handsome array of prizes was presented by Mrs. Cave-Browne-Cave. This done, Mr. C. V. Wallace, as Chairman of the Sports Committee, thanked all who had contributed to the success of the event, mentioning in particular senior officers of the Works, the officials of the A.A.A., Group-Captain Bradley, and the Henlow Band and gymnasts, and Wing-Commander and Mrs. Cave-Browne-Cave.



AIR MINISTRY NOTICES

Lights shown by R.A.F. Aircraft at Anchor or Moored

In order to minimise the risk of being run into at night time, Royal Air Force aircraft at anchor or moored on the water will in future display one white light, and, at a height of one metre above this light, and in addition to it, a red light visible in all directions at a distance of at least one mile.

(No. 77 of 1927)

Ground Meteorological Signals at Lympne Aerodrome

1. To conform with the decision of the International Commission for Air Navigation that ground meteorological signals shall be uniform in all countries, the panels of the ground meteorological signals at Lympne, reading from left to right, will be arranged in the following order from October 1, 1927: (a) The station for which the information is given. (b) The weather. (c) The visibility. (d) The height of the base of the lowest cloud.

2. The Air Pilot Appendix, Part IV., paragraphs 25 to 27, and Notice to Airmen No. 46/26, paragraphs 2 to 4, are amended accordingly.

(No. 79 of 1927.)

NOTICE TO GROUND ENGINEERS

Napier "Lion" Engines: Locking of Airscrew Shaft Rear Roller Bearing Cap

The attention of ground engineers is called to the necessity of care in fitting the retaining nut locking washer to the rear roller bearing of the airscrew shaft on Napier "Lion" engines. Unless care is taken in fitting this washer under the nut correctly, there is a possibility of it becoming displaced and crumpled as the nut is tightened, owing to the inner tab not being located in the slot on the airscrew shaft.

(No. 4 of 1927)

BRITISH AIR MAILS

The Postmaster-General announces that, as from September 29 and on each Thursday thereafter until October 20, a letter Air Mail will be despatched from London—latest time of posting 6 p.m. at the General Post Office—for transmission by experimental air service from Cairo to Uganda and Kenya (Kisumu). All classes of correspondence (but not parcels) may be sent, but at sender's risk only, as regularity of flight cannot be guaranteed. Correspondence cannot be registered or insured. Assuming the flights are made according to the present schedule, the four successive air mails will be due at Kisumu in about 12, 55, 18 and 11 days respectively after despatch from London. A substantial saving in time of transmission compared with the use of the ordinary route all the way is thus offered for correspondence for Uganda and Western Kenya. Any letter intended for transmission by the air mail must bear in the top left-hand corner of the cover the official blue Air Mail label, or be plainly marked in manuscript "By Air Mail," and must be prepaid with a special fee, in addition to the ordinary postage, of 6d. per ounce. Subject to observance of these conditions it may be posted in any of the ordinary ways of posting. The latest time of posting will be generally the same as for the ordinary Thursday despatch of mails for Egypt, India, etc.

It is also announced that, after September 30, the undermentioned Air Mail routes will be closed for the winter. The route numbers quoted are those shown in Section III of the current Air Mail Leaflet (June, 1927, edition).

Letter Mails.—(1) London-Paris-Bale-Zurich. (2) London-Paris-Lyons-Marseilles (and Geneva). (4) Zurich-Munich-Vienna-Budapest-Belgrade-Bucarest-Constantinople. (5) Paris-Prague. (7) Cologne (afternoon services)-Berlin, etc. (As regards Berlin and places beyond, however, see under Route 11 below.) (12) Stockholm-Helsingfors-Tallinn (Reval). The Amsterdam-Malmö portion of this route will still be available.

Route 11 (London-Amsterdam-Hamburg) now extends to Berlin, and provides an alternative for the countries hitherto served by the combined routes 6 (London-Cologne), and 7.

Parcel Mails.—Switzerland, suspended.

A new edition of the Air Mail Leaflet, embodying particulars of the autumn changes in services, will be issued as soon as possible. In the meantime, members of the public should make specific enquiry at the nearest Head or Branch Post Office counter regarding the air services available for the countries in which they may be interested.



Award of Prize Cadetships, R.A.F.

The Air Ministry announces.—The Air Council have awarded Prize Cadetships to the following successful candidates at the examination held in June last for entry into the Royal Air Force Cadet College, Cranwell:—G. G. Barrett (Dulwich College). F. C. Cole (Blundell's School, Tiverton). S. S. Murray (Bedford School). R. C. Keary (Sherborne School). R. E. de T. Vintras (Brighton College). H. H. Hilliar (King Edward VII School, King's Lynn).

R.A.F. Stores Officers Competition Results

The Air Ministry announces that the following have been accepted for permanent commissions in the stores branch of the Royal Air Force, as a result of the competition held in July, 1927.—Cousins, C. J. (London, Crouch Hill). Allen, B. (Radlett, Herts). Thripp, C. (Cambridge). Penney, H. W. (Kingston, Surrey). Thompson, C. L. (Wylde Green, near Birmingham). Smith, E. F. (London, S.W.17). Connock, A. (London, Forest Hill). McMullan, M. M. (Belfast). Butler, H. J. (New Malden, Surrey). Wrigley, H. A. (Morpeth, Northumberland). Hartley, C. M. P. (Coventry). Allerton, O. D. (Lowestoft). Head, T. A. (Cobham, Surrey). Atkinson, M. E. O'D. (Ballibay, co. Monaghan). McDiarmid, D. G. (Stirling).



AERONAUTICAL PATENT SPECIFICATIONS

(Abbreviations: Cyl. = cylinder; i.e. = internal combustion; m. = motor. The numbers in brackets are those under which the Specifications will be printed and abridged, etc.)

APPLIED FOR IN 1926

Published October 6, 1927

- 14,292. P. M. STAUNTON. Screw propellers. (277,076.)
14,371. DE HAVILLAND AIRCRAFT CO., LTD., and A. E. Hagg. Operating-mechanism for control surfaces of aircraft. (277,084.)
14,798. A. U. S. DANIELSSON. Fuel-distributing devices for multi-cylinder engines. (277,121.)
30,643. M. A. L. BIDOIRE. Means permitting of the reduction of the resistance of flight both in the air and on water of aeroplanes, hydro-aeroplanes, and hydro-gliders, and for facilitating landing. (262,764.)

APPLIED FOR IN 1927

Published October 6, 1927

- 10,268. H. HEINRICH. Rotary engine. (269,897.)
11,365. A. ROHRBACH. Metal aeroplane wings. (270,689.)

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